

The  
GREAT NORTH SIDE  
or  
Borough of the  
BRONX



NORTH SIDE BOARD OF TRADE,

1897

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SEYMOUR DURST

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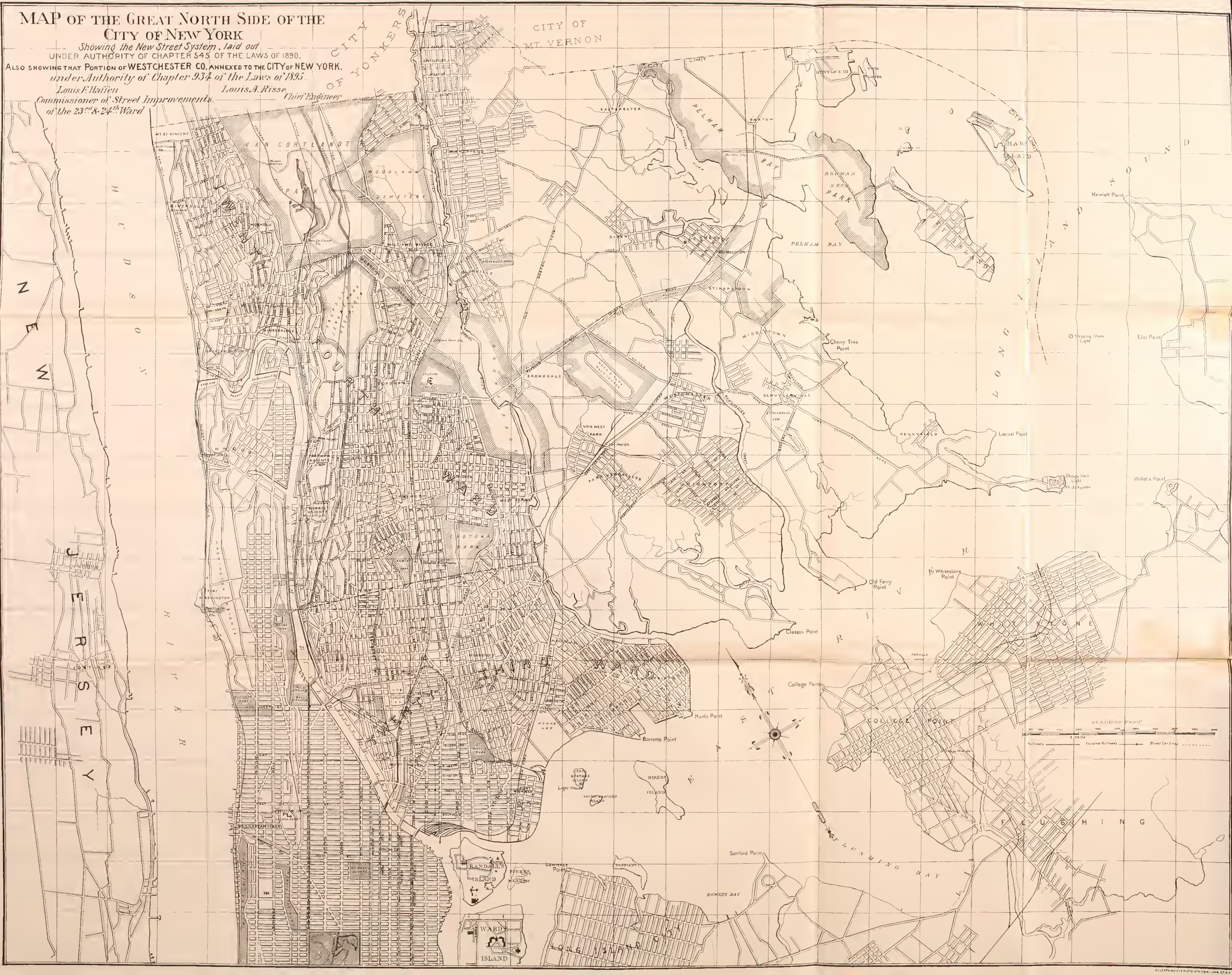






# MAP OF THE GREAT NORTH SIDE OF THE CITY OF NEW YORK

Showing the New Street System, laid out  
UNDER AUTHORITY OF CHAPTER 545 OF THE LAWS OF 1890,  
ALSO SHOWING THAT PORTION OF WESTCHESTER CO. ANNEXED TO THE CITY OF NEW YORK,  
under Authority of Chapter 934 of the Laws of 1895.  
Louis F. Hallen, Commissioner of Street Improvements,  
Louis A. Risse, Chief Engineer  
of the 23<sup>rd</sup> & 24<sup>th</sup> Ward







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*The*  
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*BRONX*



NORTH SIDE BOARD OF TRADE,  
1897

72  
N483  
279

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The Knickerbocker Press, New York

## Greater New York above the Harlem.

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## INTRODUCTORY.

The purpose of this publication is to attract population, capital, and business enterprise to the Borough of the Bronx. It is not issued in any narrow sense with the desire of building up this borough at the expense of the other boroughs, for the reader will observe that the writers evidence an equal pride in advantages distinctively the possession of the Borough of Manhattan. We are first of all New Yorkers—citizens of no mean city—and proud of the fact. But our particular field of activity is the Borough of the Bronx, and we know that whatever tends to the upbuilding of this borough redounds to the credit, prestige, and glory of our common city.

This work was projected about two years ago, but its publication was deferred owing to the then prevailing financial depression. Two of the authors of articles, John C. De La Vergne and Hugh N. Camp, have become citizens of another city boundless in area, limitless in population, and infinite in possibilities,—the Greater City beyond the Divide.

If there should appear to be any repetition on the part of the different authors, the reader is reminded that a good story will always bear repeating.

Most of the photographs from which the half-tone plates were made were taken by Albert E. Lickman, a member of the Committee on Literature and Publication, and grouped and arranged by the chairman. The cover was designed by the chairman. The committee is indebted to Geo. E. Stonebridge

for the excellent photographs furnished by him, and to the secretary of our Board, Otho G. Angle, for invaluable assistance rendered.

The thanks of the committee are due to Mr. Adolph G. Hupfel for personal work and financial aid, and to Messrs. Ernest Hall, Henry Lewis Morris, Fordham Morris, and Wm. R. Beal for public-spirited services.



*Louis A. Piss*

*Albert E. Lickman*

*Albert E. Lickman*

COMMITTEE ON LITERATURE AND PUBLICATION.



## SETTLEMENT AND EARLY HISTORY.



*Fordham Monnis*

This account includes very generally the territory formerly a part of Westchester County which forms part of Greater New York between the Hudson River and Long Island Sound, but owing to limited space only particular statements are given of the territory in which are situated our great suburban parks, the 23rd and 24th Wards, and the adjoining Township of Westchester, and now (1897) forming the Borough of the Bronx. For more detailed information the reader is referred to Bolton's and Scharf's histories of Westchester County, Riker's *History of Harlem*, Colonial and other records and documents easily obtained in any of our public libraries.

### INDIAN OCCUPANCY.

The most prominent tribe of Indians which inhabited the territory prior to European settlement, we are informed by Broadhead and Schoolcraft, was the Weekquaesgeeks. Their hunting-grounds generally described were south of an



irregular line drawn east and west from the Hudson to the Sound, passing through the headwaters of the Pocantico, Nepperhan, and Bronx; their settlements are attested by mounds, shell-beds, stone hatchets, spear- and arrow-heads found on the shores, hummocks, and uplands, which extend from the mouth of the Pocantico at Tarrytown to the rocks bearing Indian inscriptions on Hunter's Island, in Pelham Bay Park. Their actions in the region in which our Board is interested are recorded in history by mention of the first treaty made between them and the Dutch in 1642 at the house of Jonas Bronck or Bronx, which stood near the outlet of Mill Brook, near the present terminus of Brook Avenue at Harlem Kills; their massacres and destruction of farms, in violation of that treaty, about 1655, of Vanderdonck's *colonie* in what is now Van Cortlandt Park; the celebrated Anne Hutchinson's murder near the *split rock* in Pelham Bay Park, and the driving away of Throckmorton and his associates from Throgg's Neck: while our land titles begin with deeds from members of that tribe, preceding or supplementing Dutch ground briefs and patents and grants, borough and manorial charters granted by the English.

#### EUROPEAN SETTLEMENT.

Hendrix Hudson anchored off Spuyten Duyvil in his cruise up the Hudson in 1609 and Adriaen Blok, in the first vessel built by Europeans in America, saw from the deck of the *Onrest* or *Restless* the shores of North New York after passing through Die Helle Gatt on his voyage of discovery up Long Island Sound in 1613; but to Jonas Bronck or Bronx belongs the honor of being the first actual settler, in 1639-40, on Harlem Kills. After him the river Bronx and all the southerly part of our region was called Bronxland. Adriaen Vanderdonck, the first lawyer who came to this part of America, a patriot and author, entitled to the credit of having obtained the concession of popular rights to the early inhabitants of New Netherland, followed Bronck, in 1653, by settling near where



GOUVERNEUR MORRIS MANSION  
About Cypress Ave  
& 130th St.



130th St.

the Van Cortlandt mansion in the park of that name now stands. His purchase from the Indians may have been earlier. That portion of our region, and as far north as well up the valley of the Nepperhan, was therefore originally called Van Donks or Vanderdonks Land. Between Vanderdonk and Bronx came in the Archer Patent, or Manor of Fordham, purchased principally from the Indians by one Jan Arceer, or John Archer, between 1655 and 1671. Daniel Turneur, an Alderman of Harlem, owned the neck of land between Cromwell's Creek and Harlem River, now known as Highbridgeville in 1671, also an Indian purchase; while Jessop and Richardson acquired title to part of West Farms, Barretto's Point, and Leggett's Neck as early as 1663, known subsequently as the West Farms patent. Crossing the Bronx we find that about 1663-65, on the Westchester Creek, where the ancient village of Westchester now stands, was a settlement of trespassing New Englanders, whom the Dutch governor tried to bring under the jurisdiction of the West India Company, but who, though outwardly loyal to the Dutch, were hoping and scheming for an English invasion. They were, in 1667, after the English conquest, rewarded for their efforts and erected into a separate borough. This borough comprised all the territory south of the present Eastchester boundary, west of Hutchinson's River, Eastchester, and Pelham Bay, and east of the Bronx with a front to the Sound and East River. The tedious litigations about proprietary rights in that section between the Pells, Cornells, and the Borough, are too detailed to set forth in an article so restricted as this; but suffice it to say that the Borough and Cornells were firmly seated in their holdings, and that East of Hutchinson's River and the bay called Eastchester or Pelham, one Thomas Pell, of Fairfield, Connecticut, had prior to 1666 purchased from the Indians all the lands now in Pelham Bay Park and as far east as New Rochelle; and in 1666 the English governor Nicolls erected it into a proprietary holding, with Thomas Pell as Lord of the Manor.

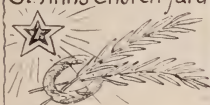
# Three Points of Interest



1.

Quoth the Raven, "NEVERMORE!"

1. Edgar Allan Poe  
Cottage, Fordham.
2. Grave of Joseph  
Rodman Drake,  
Hunt's Point
3. Grave of  
Gouverneur Morris,  
St Ann's Church-yard



2



Lickman & A.  
Photo.

3



THE  
INSTITUTION  
OF THE  
U. S.





## COLONIAL TIMES.

The colonial history of our region abounds with tales of Indian warfare; the famous John Underhill of Pequod fame came over from New England to help the Dutch. The crops were tobacco, wheat, and indian corn. Controversies arose as to lands and jurisdictions, the establishment of ferries over the Harlem and Spuyten Duyvil so as to meet the two main thoroughfares of the Province, leading respectively to Albany and Connecticut, the portion now Westchester being for a short time under the jurisdiction of Long Island while the most westerly and southerly had in it the three manors of Phillipsburgh (the most northerly part), Fordham, and Morrisania with their Courts leet and appellate tribunals at Harlem or before the Mayor of New York.

In 1691, Westchester County was erected, which brought all our region under the one jurisdiction but with separate representatives for the Borough. Cooper, in his *Chainbearer* and *Oak Openings*, portrays perhaps the most vivid picture of the manners and customs of the "*well-to-do*" people of those days, while Mrs. Knight in her *Journal of a Journey to New York from Boston*, and Finlay in his Report on the Mails tell the less pleasing, but perhaps most reliable, tales of the hardships and inconveniences of "those good old colony times when we were under the King."

## THE REVOLUTIONARY WAR.

At the outbreak of the Revolution we find Vanderdonck's land vested in Van Cortlandts by the female line descendants of the Phillipses, and a Phillipse collecting toll at Kingsbridge, then the only bridge except the Farmer's, which spanned either Spuyten Duyvil or the Harlem estuary; a bridge at West Farms near Lydig's, or, as it was then known, De Lancey's Mills; and Williams Bridge at the site where one now spans the Bronx near the Dépôt. The ferry at Harlem which had its landing at a place on the north side

TREMONT PRESBYTERIAN CHURCH  
WASH. AVE & 174<sup>TH</sup> ST.



ST. ANNS' CHURCH

ST. ANNS' AVE & 189<sup>TH</sup> ST.



of 125th Street near 1st Avenue, and on the Morris Estate this side of the river led to a road on this side corresponding somewhat to 3d Avenue and Boston Road, as we now know it, and thence to De Lancey's Mills at West Farms and the Kingsbridge Road as it now runs from West Farms to the Farmer's Bridge. The Fordham Road ran from the Kingsbridge Road to Harlem River, just as it runs now to Fordham Heights, then called Fordham or Berrian's Landing, and the road we now call the Macomb's Dam Road ran then, as now, to where it joins Jerome Avenue and thence to a point in Highbridgeville near the Anderson property on the western slope of Cromwell's Creek. Such was the "*lay out*" of the North Side at the opening of hostilities with Great Britain.

The personnel of its inhabitants had changed somewhat from the beginning of the English Colonial period. The Vancortlandts held most of what had been "*Vandonks land*," some of them Royalists, others brave soldiers in the continental regiments; parts of the Fordham and West Farms Patents and parts of the Turneur High Bridge holding had been purchased as "*addicional*" lands by the Morris family, lords of the adjoining Manor of Morrisania, which had also taken in Bronxland. The men of this family took up the American side of the controversy. Lewis the elder, Lord of the Manor was a member of the Continental Congress and signer of the Great Declaration; Gouverneur, his brother, represented the County in the Provincial Congress of New York; and Richard of Fordham, a royal Commissioner of the Court of Admiralty, resigned his lucrative post, and as a reward had his house and farm at Fordham destroyed by the British, took refuge in the American lines, and with his brother Gouverneur helped make our first State Constitution and served as Senator from our region. The other parts of the Fordham and West Farms Turneur and Westchester patents had, by sales and inheritances, passed into the hands of the Devoes, Hadleys, Vermilyeas, Valentines, Corsas, Van Alsts, Hunts, Archers, Jessups,





MAIN STREET, WEST FARMS.



BEDFORD PARK, FROM SO. BOULEVARD.

Ryers, Cornells, Leggetts, Berrians, Briggs, Bussings, Buckhouts, Pooles, and others, many of which names are on our roll of members, or occur as names of our streets and avenues and to the credit of their sturdy fathers are also to be found on the muster-rolls of the Westchester, West Farms, and Fordham Companies which fought for the American side. Our region was the theatre of many bloody skirmishes and important military movements during the Revolutionary contest. The gorge of the Harlem and Spuyten Duyvil, the low, marshy lands and creeks on the Kills and East river, and the high lands immediately in their rear, disclosed to the strategic eyes of Washington a natural line of defence, behind which he could successfully lead his ill-equipped, and only half-defeated troops from Manhattan Island, and rally them on the mountain slopes of the interior. There he could maintain an unbroken line of communication between the New England, the Middle and Southern colonies. Howe's victory at Brooklyn and New York had merely placed him in possession of some islands; the continent was still held by the rebellious Americans. The British had no base of supplies but the ocean, and as the Americans retreated the crops were burned, the cattle purchased from the farmers, and the roads and bridges leading either across or up into the country were rendered useless for artillery and baggage-trains by felling the trees across them. The immediate command of the rear guard was assigned to General Heath. He placed it with posts and pickets along the east banks of Spuyten Duyvil, the Harlem River and Kills, the indentations of Leggett's Creek, Bronx River, and Westchester Creek, and left no available route for landward advance open to Howe except over broken bridges, highways slashed with timber and up to lines of stone walls with minute-men behind them. A second line of advance open to Howe was up the Hudson in ships of war still obstructed by the American forts Washington and Lee: as a third method of attack the Sound in ships, a landing on the

*Casanova  
Mansion*

ON CUPOLA OF CASANOVA

*Pickman*

EULALIA McVAY. THIS LITTLE GIRL SHOW-  
ED THE COMMITTEE TO THE ROOF, AND,  
WHILE A BIRDSEYE WAS BEING TAKEN (E. RIVER  
FROM CASANOVA CUPOLA") CLIMBED TO POSITION SHOWN

*Hunt Mansion  
Hunt's Point*



continent and an advance in the front and not on the flank of the retreating Americans. Heath with his men held the Harlem River gorge so well that no available landing occurred to the Howe brothers until the fleet and transports had reached Hammonds anchorage just west of the promontory whereon Fort Schuyler now stands.

After landing his troops and trains, and marching up the Throgg's Neck road, Howe found the old Westchester bridge across the creek impassable, and American riflemen behind cord-wood breast-works barring his advance: farther up the creek he crossed, or tried to cross, so as to get on to the Eastchester Road near where the Pelham Parkway now crosses it, but there the regiments of Westchester in which were our companies from Fordham, West Farms, and Westchester village, successfully resisted his advance and the British veterans returned to Throgg's Neck and were forced to be ferried across Pelham Bay to Pell's Point and then in what is now Pelham Bay Park, found Glover's regiment of Marblehead fishermen disputing his advance behind thick stone walls. This delay by a handful of undisciplined troops enabled Washington with his main army to retreat to White Plains on the roads west of the Bronx, unharassed in his rear and flanks, and to form his lines at that place, which Howe finally attacked but did not carry.

Hardly was our region cleared of the troops of both armies when our gorge of the Harlem again echoed the sounds of war. Fort Washington on the Hudson was carried by attacks from the Westchester shore. British cannon planted on Morris Heights rendered the outlying work on Laurel Hill at the terminus of 10th Avenue useless, and Cornwallis in his flat boats came down Harlem River, landed at Cromwell's creek, scaled that height, and the brave McGaw from Maryland lost his life at Ft. George where now an enterprising brewer has dubbed his house of refreshment, "Fort Wendell." The outlying lines near the Jumel Mansion were carried by Lord

ARTILLERY WITHDRAWING FROM THE FIELD

SQUADRON A PREPARING  
TO MOUNT.

Passing  
in Review.  
COLOR CO.  
22nd Infantry

PHOTO. BY ARTH. FERGUSON

SHAM BATTLE, VAN CORTLANDT  
The Spectators.

SQUADRON A  
Cavalry

PARK

Percy's regiment, and a regiment which scaled the heights just south of High Bridge. Von Knyphausen swept down the valley of Broadway and attacked the fort on its northern flank and Fort Washington fell. During the rest of the war Manhattan Island and all the Heights on the eastern and northern shores of the Spuyten Duyvil and Harlem remained to the British as their conquest with our region as sites for chains of redoubts, block-houses, and videttes. Lack of space forbids the recital of where those works stood, but they are known and should be marked in some appropriate manner before public improvements entirely obliterate them. The impartial annalist must here record the brave but mistaken efforts of another son of our soil, Captain James De Lancey, scion of the De Lanceys of De Lancey's Mills, who, as captain of the royal lighthouse, was the most successful and useful officer the British possessed to carry out the forays and raids which were constantly occurring in the Debatable Land which lay between the American lines and out-posts along the Harlem and Spuyten Duyvil. He, Emmerich, a soldier of fortune, and Simcoe of the Rangers made for themselves a reputation as daring cavalry officers equal in acts of bravery "*hair-breadth 'scapes by flood and field*" to any of the dashing ventures of Prince Rupert, Lord Cardigan, Fitzpatrick, Forrest, or Gilmour. But De Lancey's reward was a sad one; his estates were confiscated, and he died an exile in a foreign land, yet at this late day we can honor an adversary by respecting his fidelity to principle.

The attack on the British lines by way of Van Cortlandt and Williamsbridge, unsuccessful, but yet notable; Aaron Burr's destruction of a British block-house at West Farms; Washington's and De Rochambeau's reconnoissance in force through our region, as far, as near where St. Ann's Church now stands; the defeat of the Stockbridge Indians in a part of Van-cortlandt Park, near Woodlawn; a brisk cavalry encounter at the bridge crossing Tibbett's Brook near the old Mill, also in





Turtle Island



Two Generations

# BRONX



Indian Bath



Indian "Cemetery"

# PARK



G. E. STONEBRIDGE PHOTO



"amid the shady dells of Bronx Park"

Van Cortlandt Park, are all events worthy of record and enter into our Revolutionary history; and the last scene is the most pleasing of all, when the Father of our Country, escorted by the Westchester horse, crossed Kingsbridge to take possession of New York city when evacuated by the British. No better works descriptive of the manners, customs, and condition of the country at that period can be consulted than Cooper's *Spy* and Dwight's *Travels*.

#### FROM THE REVOLUTION TO THE HARLEM RAILROAD.

Our region was wasted by fire and sword, but an era of peace and plenty again began: nature restored the forests which American and British soldiers had cut down; the farmer laid his flint-locked musket aside or blazed away with it at harmless squirrels and woodchucks, and wealthy men of New York recognizing the beauties of the hilly, river and bay-girt region, sought rest from their labors by purchasing some of the worn-out farms, and erecting costly mansions, laying out well kept pasture lands, tasteful plantations, and sloping lawns. Blooded-stock replaced "*neat cattle*," slab-sided *Rozinantes* lank sheep and razor-back hogs; our pastures and waters nourished the bones and muscles of "*Eclipse*" and "*Trustee*" and gave new life and strength to imported Short Horns, Alderneys and, Ayreshires, black-faced Southdowns and sleek hogs from foreign lands; but the old native stock of men still remained, and "*showed against each other*" at the County and Town agricultural fairs; the Town Clerk only enlarged the Poll List and carried the names of the owners of abolished manors and grantees of the Archers, Pells, and Cornells and the Rosters of the Militia of war-times alongside those of Fox, Dater, Faile, Dennison, White, Anderson, Haight, Hoe, Simpson, Butler, Cammann, Lydig, Coster, Spofford, Ludlow, Hall, Walker, Bailey, Van Schaick, Lorillard, Richardson, Coddington, and Watson, and many other names known in the mercantile, professional, journalistic and literary

*Morris* HEIGHTS . . . . .  
HOMESTEADS



*Lewis G. Morris*



*Photo by*  
*STONEBRIDGE*

*Hugh N. Camp*



life of the great metropolis. Pelham and the Third Avenue Bridges were built and "new roads to Connecticut" laid out, the Harlem River was crossed by a dam and fixed highway at 7th Avenue, about 1826, which was torn down and a draw put into it about 1836; the High Bridge was begun at about that time with its arches eighty feet in the span and the crown of the arch "*not less than one hundred feet above high tide*;" and in 1842 the waters of the Croton crossed the Harlem on that viaduct. The Lydigs had succeeded the DeLanceys with their "flouring" mill; Bolton from England had set up the Bleach, and the Lorillards their snuff-mill in the beautiful gorge of the Bronx, now happily devoted to Park purposes. Robert Macomb had his grist-mill at Kingsbridge built across Spuyten Duyvil creek, so that the tide would turn the wheel; the Van Tassels continued to grind the farmers' grist at the old mill at Van Cortlandt's, over Tibbit's brook; the Westchester Creek still turned the wheel of the tide mill at the old bridge where the Americans had piled up the cord-wood and resisted Howe's advance; the mills of the Morrisises on Mill Brook and Cromwell on Cromwell's Creek, had been discontinued and the dams destroyed; other industries, especially a carpet factory had been started at West Farms, but as yet Christopher Walton at Fordham Corners, Daniel Mapes at West Farms and Sydney Bowne at Westchester were the only *merchants* or "country-store keepers" with any considerable business, and West Farms was the Post Office and centre of trade. The Red Bird stage received and delivered the mail for the region at the latter place, and then rattled on over the Eastchester turnpike on its weary way to the shire town of White Plains.

Such was the region from the Revolution to the time of the building of the Harlem Railroad through our territory. Some other pen must record the future temporal development. History ends here: from that time onward, urban improvement begins.



## ANNEXATION.



*Wm Caldwell*

The booming of guns and other demonstrations of joy which, at the hour of midnight of December 31, 1873, heralded the advent of the year 1874, also celebrated the accession to the City of New York of a territory north of Harlem River, equal, in extent, to the then boundaries of the city south of that stream; for when the hour of midnight was proclaimed the corporate existence of the then Westchester towns of Morrisania, West Farms, and Kingsbridge had ceased, and those localities, in the language of the Act of Annexation, were "annexed to, merged in, and made part of, the City of New York, subject to the same laws, ordinances, regulations, obligations, and liabilities, and entitled to the same rights, privileges, franchises, and immunities in every respect, and to the same extent as if such territory had been

included within said City of New York at the time of the grant and adoption of the first charter and organization thereof, and had so remained up to the passage of this Act."

Annexation to the City of New York was, however, a plant of slow growth. It had been talked about for more than ten years prior to its actual consummation. Especially was it a prominent topic in the town of Morrisania, whose rapid advance had far outgrown the scope of town government, the powers of which were insufficient to meet the general demand for local improvements. The idea of combining the towns of Morrisania and West Farms under a special city charter was much discussed, but as it aroused opposition from some of the more extensive land proprietors of West Farms, who were opposed to all progress, the people of Morrisania determined to abandon that idea, and secured the passage of an act through the Legislature, in the year 1864, creating a Board of Trustees for that town, which act conferred upon the trustees nearly all the powers of a city corporation without the incidental expenses; and this act enabled the town authorities to pioneer annexation by proceeding to make such improvements in streets and highways as were demanded by an increasing population flowing in from below the Harlem River.

In 1863, Messrs. Campbell & Willis bought some one hundred acres of land from Gouverneur Morris, located north of what is now known as One Hundred and Thirty-eighth Street and east of Third Avenue, then called Boston Road, and in 1864, Clarence S. Brown bought one hundred acres of land from Henry M. Morris and his co-heirs, this land being bounded on the north by One Hundred and Thirty-eighth Street, on the east by Third Avenue, and on the south by Harlem River. At this time, not a single house was located on any of this property. In the laying out and mapping of these plots of land, the cross streets were numbered in continuation of the streets located in Harlem, the one nearest the river being One Hun-

Vanderbilt Ave near 180th St.

Some *BRONX*  
*BOROUGH*  
homes

from photos by  
W.C. DICKERSON



Union Ave near 156th St

Prospect Ave near 156th St



Union Ave near 152nd St



Photos by W.C. DICKERSON

Washington Hts., N.Y.



dred and Thirty-third Street, afterwards converted into the Southern Boulevard. I mention this incident to show the general belief at that time in the upward extension of the city.

In 1868 it was deemed advisable, in the town of Morrisania, that some comprehensive and general plan for the laying out of streets, roads, and avenues should be adopted (more than a dozen so-called villages, each with its own lay-out of streets, being then in existence), and this led to the passage of an act, by the Legislature, conferring upon a Commission the same general powers that had been conferred upon the Commission of 1813, which mapped all the upper part of New York Island. Having, also, the idea of future annexation in view, this Commission adopted the numerical names for cross-streets which existed in the city proper, and which had been initiated in Morrisania as mentioned above.

In 1869 the Legislature passed an act, giving to the Park Department exclusive authority over bridges crossing the Harlem River, and over all streets having an approach thereto, which was another step in the direction of the city jurisdiction over the adjacent towns of Morrisania and West Farms—the town of Kingsbridge then being, and was, up to 1872, still a portion of Yonkers.

The first positive move in the Legislature towards annexation was, later, in the year 1869, when Mr. Cornelius Corson, then a resident of Mount Vernon, Westchester County, and a close adherent to what was known as the Tweed régime, having prepared a bill providing for the annexation of the towns of Morrisania, West Farms, Westchester, and Mount Vernon to the City of New York, had notice of such proposed bill given by the late Senator Genet. I had the honor at the time of representing, among other localities, the Westchester towns in the State Senate, and regarding it as an act of discourtesy that such a move should have been made without consultation, and without the request of my immediate constituents, on the spur of the moment I arose in my place





in the Senate and gave notice that I would, at some future time, present a "bill to annex the City of New York to the town of Morrisania." This sarcasm hit the nail on the head, and nothing further was heard of the Corson Bill; for soon thereafter the adherents of the Tweed Ring got to quarrelling and battering each other's heads, and the combination was utterly destroyed.

It was in the fall of 1872 that positive steps toward annexation first began to take shape. Hon. William Herring had just been elected to represent the First Assembly District of Westchester County in the State Legislature. Several conferences were then held of property owners of Morrisania, and West Farms, the result of which was that Samuel E. Lyon, Esq., a well-known lawyer, was authorized to prepare a bill to carry the project into effect, and Mr. William Herring, a warm advocate of the scheme, was requested and promised to secure the passage of the measure.

The City authorities did not take kindly to the project of annexation, and the animosity then existing between the Department of Public Works and the Department of Public Parks nearly throttled the bill in the Legislature. But Governor Dix saved it by making known most emphatically that he would favor no bill for annexation which did not give exclusive jurisdiction over the streets, roads, and avenues of the proposed new district to the Department of Public Parks. This ended the struggle between the rival departments, so far as the annexation bill was concerned, and it became a law.

The Act of Annexation provided that the question *pro* and *con* should be submitted to, and approved by, the people of the City of New York and of Westchester County at the next ensuing election, November, 1873. There was a general indifference throughout the city concerning the matter, while there seemed to be a determined opposition to the annexation project throughout the upper part of Westchester County, the proposed division of the old county not being at all liked. It is

not necessary to enter into details concerning the effort which had to be made to overcome this feeling in regard to the project on the part of the people. Much explanation had to be made through the press, and much eloquence had to be otherwise indulged in. I remember distinctly that the late John Kelly, then the head and front of Tammany Hall, was at first inclined to throw all his great influence against the project, he having been advised that the scheme would not benefit the city but would be a costly experiment and add largely to its expenditures, and he did not wish his organization to incur such responsibility. But Mr. Kelly listened to committees from the Westchester towns which waited upon him, and he finally decided to remain perfectly impartial regarding the matter, and the bags of ballots which left Tammany Hall the night before election contained for each election district an equal quantity of separate ballots "For" and "Against" annexation. The Republican organization did the same thing; and this fair deal also being carried out in Westchester County, the missionary work performed by the advocates of annexation in the City of New York and Westchester County had a chance of fruition; and the result was that the vote for annexation in the city proper was 55,319; against annexation 8,380; in the towns of Morrisania, Kingsbridge and West Farms, the vote for annexation was 4,230; against, 109; in the balance of Westchester County the vote for annexation was 9,023; against 2,643. There was considerable delay in getting actual results of the vote on annexation in the city, for the police authorities had been negligent in providing for the reception of the additional separate ballot, and blanks for the return of the vote had not been furnished. This condition of affairs kept the advocates of annexation on the *qui vive*, that the will of the people should not be ignored.

Between the time of the declaration of the result of the vote on annexation, and midnight of December 31, 1873, there was much to be done by the officials of the towns interested



33<sup>RD</sup> PRECINCT POLICE STATION  
3<sup>RD</sup> Avenue & 159<sup>TH</sup> St.



OLD TOWN HALL OF MORRISANIA.



to get all matters in readiness for the transfer of authority. In Morrisania, where much of public improvements were in progress, this work was laborious, and especially so the last two weeks of the year; for nothing could be finally done towards the auditing and adjusting of claims and the division of indebtedness without the confirmatory action of the Board of Supervisors of Westchester County. I well remember that on that, to me, memorable 31st day of December I had been busy at White Plains as a member of the Board of Supervisors, and had finally at about three o'clock gotten through the last motion necessary to make provision for the three to-be-annexed towns to pay all their indebtedness to the county, the State, and to all parties having claims against the towns, and adjusting the bonded indebtedness of the towns to the county. Then the Supervisors of Morrisania, West Farms, and Kingsbridge each in turn rose to take leave of old associates, which drew forth remarks from their companions in the Board, and more than one tearful eye was to be seen, as the sundering of old social and political ties was realized. But when the retiring Supervisors reached the railroad station to proceed to their respective towns to complete their work it was found to their horror that the last train bound southward had gone; nothing remained but to secure a conveyance and after seventeen miles of sleighing the belated trio of Supervisors only reached their respective localities about nine o'clock p.m.

My destination was the Town Hall of Morrisania, where I had arranged to close up the unfinished business of the town, to carry out the mandates of the Board of Supervisors, and to pass upon all remaining audited accounts, so as to wind up the affairs of the town without owing a single claimant one cent. The hall was crowded almost to suffocation by those who desired to "see the old year" as well as the old town "out." Tired out almost beyond endurance I managed to have all business duly transacted, and then as the hour of



BRONXWOOD PARK COTTAGES.

twelve was at hand I formally announced everything ready for annexation, and as Supervisor of the town received a Committee of the Board of Aldermen of New York who had come to take formal possession of the Town Hall, and turn it over into the charge of the Police Department, which now has possession. Then amid general handshakings and outside firing of many guns, the old town of Morrisania and the towns of West Farms and Kingsbridge expired, and the City of New York reigned supreme over the new territory above the Harlem River, few of the inhabitants of either town realizing the labor incident thereto which had from first to last been performed, and which subsequently remained to be performed during the legislative session of 1874, in remodelling the somewhat crude act of 1873.

And now, having given some facts relating to the annexation of the territory now comprised within the Twenty-third and Twenty-fourth Wards, I might add a few figures, from which to judge whether the project of annexation paid, and which it paid best—the city proper or the territory merged into the city.

I could give statistics, relating to the increase in real estate values, population, police, fire, and water service, railway facilities, buildings, the paving of streets, construction of sewers, etc., to evidence the marvellous growth north of Harlem River since the annexed towns became part and parcel of the great metropolis—soon to become, by the now assured project of a Greater New York, the leading metropolis of the world. But having already extended my remarks beyond my allotted space, I submit the foregoing facts, and will leave to abler hands a more exhaustive paper on this subject.

## DEPARTMENT OF STREET IMPROVEMENTS.



*Louis F. Hays*

The Department of Street Improvements of the 23rd and 24th Wards is that branch of the city government which has charge of the making and maintenance—the sewerage, regulating, grading, and paving—of the highways, streets, avenues and roads in the 23rd and 24th Wards. In other words, it is a Department of Public Works situated in and established exclusively for the 23rd and 24th Wards, a territory which is now more than double in area that of Manhattan Island.

This Department was created under chapter 545 of the Laws of 1890, with the authority to lay out that portion of the city of New York lying north and east of the Harlem River between the Hudson and the Sound, the Bronx River and the south line of Yonkers, comprising the 23rd and 24th



Wards, an area of 12,317 acres, or  $19\frac{1}{2}$  square miles, being about 200 acres less than the area of Manhattan Island, and to do such other work as was necessarily incidental thereto.

The recent annexation of a part of Westchester County, has more than doubled the territory which formerly constituted the 23rd and 24th Wards. The recent annexation is authorized by chapter 934 of the Laws of 1895, which says that :

“ All that territory comprised within the limits of the town of Westchester, Eastchester, and Pelham which has not been annexed to the city and county of New York at the time of the passage of this act, which lies southerly of a straight line drawn from the point where the northerly line of the city of New York meets the center line of the Bronx River, to the middle of the channel between Hunter's and Glen Islands, in Long Island Sound, and all that territory lying within the incorporated limits of the village of Wakefield, which lies northerly of said line, with the inhabitants and estates therein, is hereby set off from the county of Westchester and annexed to, merged in, and made part of the city and county of New York, and of the twenty-fourth Ward of the said city and county, and shall hereafter constitute a part of the city and county of New York, and of the twenty-fourth Ward of said city and county, subject to the same laws, ordinances, regulations, obligations, and liabilities, and entitled to the same rights, privileges, franchises, . . .”

The task originally intrusted to the Department of Street Improvements provided for the conversion of about fifty village lay-outs and a vast area of unimproved and undeveloped land into a modern city system. It included the preparation of the exact working plans according to which a great city should be constructed or completed. To be satisfactory, the lay-out or street plan should be comprehensive and systematic, and should be adopted with a view to the needs of the future as well as of the present.

To quote from a recent official report :

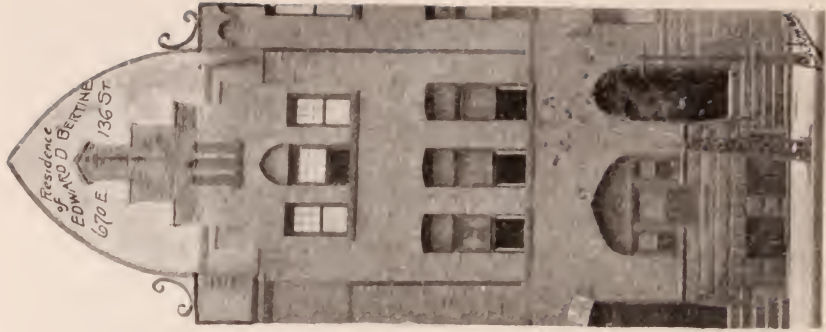


"It must provide that the grades of streets shall never be excessive, and that the easiest shall be on main thoroughfares. It must provide that there shall be sufficient inclination to the streets to give speedy drainage. It must provide streets that will conform best to the topographical features of the drainage area or water-shed through which the main lines of sewers can be constructed with the greatest facility and with the least expense; it must take into consideration the present and future appearances of the streets, and that there shall be ample opportunity of placing large and important buildings where architectural effects shall be enhanced, and light and air secured; it must provide broad thoroughfares to the new system of parks, and at the most eligible points. It should provide for business and manufacturing sections as well as for suburban districts for residences. It must provide for readiest access to railroad stations and the water-front. It should arrange for safety at all railroad crossings. All these considerations have to be regarded, in addition to innumerable special problems that constantly arise."

The creation of the Department of Street Improvements has been one of historical interest in the development of local municipal government. The jurisdiction of New York City before January 1, 1874, was confined to Manhattan Island, and the islands lying in the East river, then as now used for public institutions. A quarter of a century ago, the question of annexation to Manhattan Island was very earnestly discussed by the people of the towns of West Farms, Morrisania, and Kingsbridge, in the county of Westchester.

The town of West Farms was incorporated under the provisions of chapter 279 of the Laws of 1846. The town of Morrisania, with an area of 2,729 acres, was taken from West Farms and incorporated as a special town under chapter 210 of the Laws of 1856. The town of Kingsbridge was not incorporated until immediately prior to annexation.

The Legislature, by chapter 826 of the Laws of 1869, authorized the Commissioners of the Central Park to cause surveys to be made of that part of Westchester County west





of the New York & Harlem Railroad and south of the village of Yonkers, and to lay out streets within the area described. This work was going on when chapter 137 and chapter 383 of the Laws of 1870, which re-organized the New York City government, incidentally created the Department of Public Parks, and transferred to this Department the authority invested in the Central Park Commissioners. Chapter 534 of the Laws of 1871 gave the Park Department additional power to survey that part of Westchester County from the Harlem river easterly to Hutchinson Creek and to lay out streets. It is an interesting fact that the territory, although nominally known as West Farms, Morrisania, and Kingsbridge, constituted some fifty specially laid-out districts, each one representing a centre of population in itself. They had the following designations:

Mott Haven,	West Morrisania,	Belmont,
North New York,	Highbridgeville,	Adamsville,
Wilton,	Claremont,	Prospect Hill,
Port Morris,	Inwood,	Fordham,
Springhurst,	Morris Heights,	Wardsville,
East Morrisania,	Fordham Heights,	Monterey,
Bensonia,	Mount Eden,	Union Hill,
Carr Hill,	Mount Hope,	Cedar Hill,
Woodstock,	West Tremont,	Bedford Park,
Grove Hill,	Central Morrisania,	Mount Pleasant,
Forest Grove,	South Fordham,	Williamsbridge,
Eltona,	Upper Morrisania,	Woodlawn,
East Melrose,	Tremont,	Kingsbridge,
Melrose South,	Fairmount,	Spuyten Duyvil,
Melrose,	East Tremont,	Riverdale,
North Melrose,	West Farms,	Mosholu,
Morrisania,	South Belmont,	Mount St. Vincent.

The majority of the people of the territory in question were in favor of annexation. They were dissatisfied with the

DECKER BLOCK, CAULDWELL AVE.



O'GORMAN BLOCK, 139<sup>TH</sup> ST.



administration of local affairs, which was nothing more than village government, and believed that a union with New York City would be of great advantage to them. The question of annexation was warmly agitated, and in 1873 the Act of Annexation became a law. It was amended and re-enacted to a substantial extent in 1874. The Act of 1873 placed the new territory under the jurisdiction of the Department of Public Parks. The latter body, as already stated, succeeded to the powers and authority of the Central Park Commissioners, who were appointed originally for the simple purpose of laying out, beautifying, and maintaining park lands. When the Central Park Commissioners were first appointed, it was intended that they should have nothing of consequence to do with laying out of streets, or building of sewers or any work of that character, but they were, however, invested with certain power over boulevards and streets on Manhattan Island north of 59th Street. The right to exercise this authority was, perhaps, the excuse for increasing the jurisdiction of the Park Board as to this territory, and at the same time adding to its functions when annexation came. These were increased to a limit that now seems incomprehensible. Constituted as the Park Board was, it was really out of the question to think that that Department could cope with the task placed in its hands, and at the same time perform the other duties of Park Commissioners.

Under the Act of Annexation of 1873, the Park Commissioners were given exclusive power to alter the grades and lines as shown upon the map prepared by a Commission appointed under chapter 841 of the Laws of 1868 for the special purpose of surveying and laying out the town of Morrisania. It was intended that the map prepared by this Commission should be confirmed by the Act of Annexation, except so far as the same had been legally changed or modified, but in the passage of the bill a provision was inserted giving the Park Commissioners the right to alter the lines so



"charming Views of the Harlem and Hudson"

From Morris Hts.



BERTINE BLOCK, 136TH ST. NEAR WILLIS AVE.

confirmed and established whenever they saw fit. At the time of annexation the population of the 23d and 24th Wards was about 35,000, and a speedy development of this territory was expected. The people were justified in expecting it, but a rapid development did not come. The towns of West Farms, Morrisania, and Kingsbridge were taken under the wing of New York City, (quoting from the language of the Act,)

“subject to the same laws, ordinances, regulations, obligations and liabilities, entitled to the same rights, privileges, franchises and immunities, in every respect and to the same extent as if such territory had been included within the City and County of New York at the time of the grant and adoption of the first charter and organization thereof and had so remained up to the passage of this Act.”

It can hardly be said that the new part of the city obtained the same rights and privileges as Manhattan Island. As the sequel showed, it never received the consideration it was legally entitled to as a part of the metropolis from the officers in control of municipal affairs. The fact was that, notwithstanding the guarantee of equal recognition vouchsafed by the act of annexation, the 23d and 24th Wards were looked upon as a mere suburban locality, that was more to be tolerated than recognized as a part of the city. The people of the “Annexed District”—which, by the way, is now, after twenty years, an insufferable misnomer, and one which every citizen having a pride in the development of the two wards should seek to relegate to oblivion—fared as badly under the new regime, practically speaking, as they did before.

Finally, after many years of an administration of the affairs of the 23d and 24th Wards that was anything but satisfactory, property owners began to discuss seriously the question of having a local bureau, or department, that would prove more beneficial to them, as well as to the city at large. It was argued that a local board or department with exclusive jurisdiction would exactly meet the situation.

*The Johnson Houses, Dawson & 156th Sts*





Early in 1887, the 23d Ward Property Owners' Association, then but a short time organized, appointed a committee to draft a bill for a "Street Opening Board" for the 23d and 24th Wards, to be located in said Wards. Meanwhile other Property Owners' Associations took the subject up and agitated it.

Early in 1889, a bill was submitted to the Honorable Hugh J. Grant, then Mayor, and received his indorsement. The bill was entitled :

"An Act creating a department to be known as the Department of Street Improvements of the Twenty-third and Twenty-fourth Wards of the City of New York, and transferring thereto certain powers possessed by the Department of Public Parks of said city."

The bill provided that the Mayor should appoint a person residing in either the 23d or 24th Ward as the head of said department, to hold office for six years from the first day of May, 1889. This bill was defeated, and at the same session of the Legislature a Senate Committee was appointed to make an investigation and present a report upon the necessity of such a department. This committee visited personally the 23d and 24th Wards, and was received by a committee from the joint tax-payers' associations, of which the late Louis J. Heintz was chairman. To quote from a printed reference to this incident :

"They were taken upon a tour of inspection throughout the district, and were compelled to acknowledge that the demand for relief by the people was justified. The gentlemen got a very practical introduction to the celebrated mud of the district by having their carriages break down and in having been compelled to wade ankle-deep in their shiny patent leathers to terra firma. The late Louis J. Heintz was the chief of the escort to the Senate Committee when this catastrophe happened, and the episode when referred to ever since has been the subject of much merriment. Louis J. Heintz was accused,



in a semi-facetious way, by some members of the committee, of having made them the victim of a practical joke. Mr. Heintz always enjoyed the recital of this incident, but whether the shock to the nerves and patent leathers of the visiting statesmen was due to accident or design, it has always been considered as having had a marked effect upon the conclusions of the committee and the future of the district."

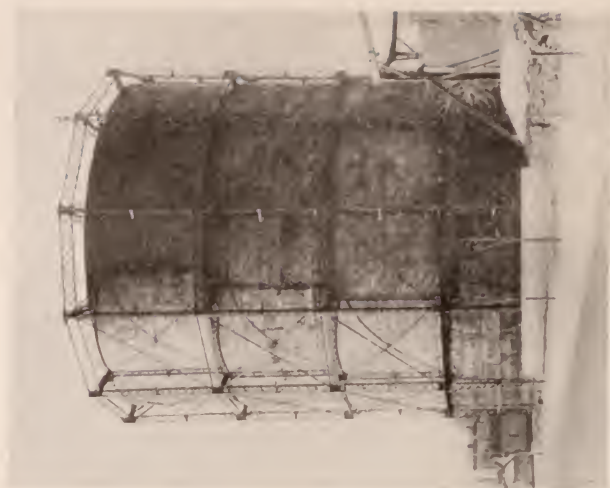
The committee also gave a public hearing and took written testimony as to the advisability or necessity of a change of the administration of affairs on the North Side, and at the next session of the Legislature presented a report which made the passage of the bill creating a new department an easier matter.

This bill, unlike the former one, made the office elective instead of appointive. It passed both Houses of the Legislature with but little opposition, and was approved by the Governor June 7, 1890. It went into operation on January 1, 1891. Louis J. Heintz was the first incumbent. He died in March, 1893, after which I had the honor to be appointed temporarily, and subsequently, in November, 1893, elected to fill the unexpired term of Commissioner Heintz. The latter's administration, covering a period of little more than two years, gave such general satisfaction that the people were highly pleased with the transfer of authority to the new department.

Those of our citizens who were identified with the popular movement of six years ago and who labored zealously for the enactment of the "People's Bill" need no arguments to convince them of the beneficial results of their action in securing the establishment of the Department of Street Improvements. They, as well as the people generally, have witnessed throughout the two wards improvements progressed of such a character, and to such an extent, that doubts are no longer entertained as to the practical advantages secured by the transfer of authority to an independent Department of Public Works.

Chapter 545 of the Laws of 1890 provided that the Commissioner of Street Improvements should





GAS TANK, WEBSTER AVE., TREMONT.



DECKER  
Piano Factory, 135th St., E. of  
So. Boulevard

“within two years and six months from the first day of January, eighteen hundred and ninety-one, complete the surveys, maps, plans and profiles of all the streets, roads, avenues, public squares and places located and laid out, or hereafter to be located and laid out in said territory (23rd and 24th Wards), showing the location, width, grades and class of said streets, roads, avenues, public squares and places, and on the completion thereof the said commissioner shall submit the same to the said board of street opening and improvement for its concurrence and approval, subject, nevertheless, to such correction or modification as in the judgment of a majority of said board may be advisable, and the said board thereafter, and on or before the first day of January, eighteen hundred and ninety-four, shall file said maps, plans and profiles in the manner now prescribed by law for the filing of such maps, plans and profiles by the said department of public parks, except that said maps, plans and profiles shall be certified to by the said commissioner of street improvements, instead of by the president of the department of public parks or one of the officers or commissioners of said department, and except also that one of said maps, plans and profiles shall be filed in the office of the said commissioner of street improvements, instead of in the office of the department of public parks; and the said maps, plans and profiles when so filed shall not be subject to any future change or modification, but shall be final and conclusive as to the location, width, grades and class of streets, roads, avenues, public squares and places exhibited on such maps, plans and profiles, as well as in respect to the mayor, aldermen and commonalty of the city of New York, as in respect to the owners and occupants of lands, tenements and hereditaments within the boundaries aforesaid, or affected by said streets, roads, avenues, public squares and places, and in all respects to all other persons whomsoever.”

The immense amount of technical labor involved in the preparation of the final maps of the 23rd and 24th Wards made it impossible to complete the maps within the time specified in Chapter 545 of the Laws of 1890. As will be seen by the provisions above mentioned the Board of Street Opening and improvement exercised, as they do now, a veto power on the



NORTHERN GAS-LIGHT CO'S PLANT AT WEST FARMS, ON THE BRONX.

From Photo. by F. C. BERTÉ, Tremont.

*RiverView Terrace, MORRIS HEIGHTS  
South from Powell Place*





maps presented to their consideration by the Commissioner of Street Improvements. It has happened, however, generally speaking, that the maps presented by the Commissioner of Street Improvements have met with prompt approval by the Board of Street Opening and Improvement, of which Board the Commissioner of Street Improvements is a member, having co-equal authority in the Board in all matters appertaining to the street system of the 23rd and 24th Wards. It cannot be said that the filing of the maps was in any way delayed by the action of the Board of Street Opening and Improvement; yet a good deal of labor is necessarily involved in the mere preparation of the resolutions and other matter for presentation to the Board of Street Opening and Improvement which sometimes involve the reference of questions that arise, to the Counsel to the Corporation. It was seen by my predecessor that the time allowed by Chapter 545 of the Laws of 1890 for the preparation of the final maps was too short, and hence at his instance Chapter 545 of the Laws of 1890 was amended by Chapter 443 of the Laws of 1893 to the effect that the time limit for the completion of the maps by the Commissioner of Street Improvements was changed to the first day of July, 1895, and the time for the filing of the maps was extended by the same act to "on or before the first day of January, 1896."

I pledged myself after my appointment to office to complete the maps of the 23rd and 24th Wards as our territory then existed within the time allowed by Chapter 443 of the Laws of 1893. It has been one of the most gratifying incidents of my official career that although for a long time crippled as to proper accommodation and facilities for the completion of these maps I have been able to carry out this pledge. I filed with the proper authorities before the end of the year 1895 the last of the final maps of the 23rd and 24th Wards.

The same sort of work exactly as to street lay-out will have



SCENIC STUDIO, WALTON AVE., NEAR CHEEVER PLACE.



SPIES BLOCK, LINCOLN AVE. AND SO. BOULEVARD.

to be repeated in the territory added to the city and county of New York by Chapter 934 of the Laws of 1895. A topographical survey must be made of the entire district showing the existing lay-outs, the elevations above high water, the position and extent of all the roads, streets, avenues and lanes, all division lines and boundaries of properties, and all buildings, creeks, brooks, visible rock surfaces, etc. It will take about three years to complete this work, and it will cost about \$150,000 for the topographical survey. The sum of \$40,000 has already been appropriated for 1896 for this purpose. The survey will be a complete one, and the resultant map will be a foundation plan and basis for all future work, and immediately after its completion the street lay-out of the new section can be perfected.

The towns, villages, etc., in the territory recently annexed, east of the Bronx River, are:—

Bartow,	High Island,	Schuylerville,
Baychester,	Hunter's Island,	Seton Homestead,
Bronxdale,	Jacksonville,	So. Mount Vernon,
Bronx Wood Park,	Jerome,	So. Washingtonville,
Cherry Tree Point,	Lacona,	Stinardstown,
City Island,	Locust Point,	Throgg's Neck,
Classen's Point,	Ludlow Island,	Twin Island,
Cornell's Neck,	Middletown,	Unionport,
Eastchester,	Morrell Park,	Van Nest,
Edenwald,	Morris Park,	Wakefield,
Ferry Point,	Olinville,	Washingtonville,
Fort Schuyler,	Park Versailles,	Westchester,
Givan Homestead,	Pelham Neck,	West Farms,
Goose Island,	Pennyfield,	Williamsbridge,
Hart's Island,	Rodman's Neck,	Wright's Island.

The parks and parkways in the new territory are Bronx Park, Bronx and Pelham Parkway and Pelham Bay Park.

Pelham Bay Park, the easterly half of Bronx Park, and





the Bronx and Pelham Parkway, comprising about 2100 acres of land, are within the limits of the old towns of Westchester, Eastchester and Pelham.

There are about 14,500 acres in the new district east of the Bronx River, and about 100 miles of streets in use.

The most notable street improvement proposed in the 23rd and 24th Wards is the Grand Boulevard and Concourse. This project was first made public during the administration of my predecessor, and I have had the honor of being instrumental in having it receive legal sanction. The Commissioner of Street Improvements of the 23rd and 24th Wards was authorized, by Chapter 130 of the Laws of 1895, to lay out and establish a Grand Boulevard and Concourse together with not more than fifteen (15) roads running transversely under said Grand Boulevard and Concourse, as follows: Commencing at a point on East One Hundred and Sixty-first street, in said city, at the intersection of said street and Mott avenue, running thence in a northerly direction and embracing Mott avenue to East One Hundred and Sixty-fifth street; thence curving to the right and in a northerly direction intersecting East One Hundred and Seventy-fourth street (formerly Walnut street), at Belmont avenue (formerly Fourth avenue), continuing thence to a point intersecting East One Hundred and Seventy-seventh street, at Morris avenue (formerly Monroe avenue), thence northerly to the intersection of East One Hundred and Eighty-second street with Ryer avenue; thence northerly and embracing Ryer avenue to Highbridge road; thence northerly and embracing Anthony avenue to Potter place; thence northerly on a straight line to Mosholu parkway, intersecting its south side about two hundred and fifty feet east of Jerome avenue.

Ten thousand dollars was appropriated under the act last year for preliminary surveys. Commissioners were appointed to award damages, and they have made, I am informed, most satisfactory progress with their task. No time is fixed for

*Residence of Ernest Hall Esq.*  
*Boston Av*



*Haskins Residence*  
*FORDHAM*





the construction of this Grand Boulevard and Concourse, but when completed it will be the most magnificent thoroughfare in the world. The Grand Boulevard and Concourse, under the act, will be 182 feet wide.

Before closing this article, perhaps it would be well to call attention to the proposed sewer and highway in the counties of New York and Westchester through the Bronx Valley. Under the provisions of Chapter 1021 of the Laws of 1895, a commission was appointed to inquire into the expediency of constructing a sewer along the valley on the edge of the Bronx River and to report such recommendations as it might deem proper. The proposed trunk sewer is of special interest to the people of the new portion of the 24th Ward, as, when completed, a part of the sewage system of this department will connect with the proposed trunk sewer.

The members of the commission appointed in the act, were the Mayor of New York, Mayor of Yonkers, Commissioner of Street Improvements of the 23rd and 24th Wards, Mayor of Mount Vernon and the Chairman of the Board of Supervisors of the County of Westchester. Mr. Fordham Morris, president of the commission, as well as the other commissioners, Messrs. Archibald S. Van Orden, Charles Hill Willson, William Delavan Baldwin and James Wood, were appointed in pursuance of the act, by the Governor. This commission completed its work before the end of 1895, and the sewer which it proposes will run from the Kensico Dam south to the north line of Bronx Park, thence easterly to the channel of the Long Island Sound at or near High Island.

The land proposed to be used for the sewer is also proposed to be used as a highway, as far as practicable, and the beauties of the Bronx River the entire length of the valley will be preserved.

The following tabulated comparison will probably give a general idea of what has been and what is being done to build up the North Side :

*Club House*



*...MORRIS PARK RACE TRACK  
VAN NEST...*



## WORK DONE.

KIND OF.	17 YEARS.				5 YEARS.			
	From Jan- uary 1, 1874, to December 31, 1890.		Annual Average.		From Jan- uary 1, 1891, to December 31, 1895.		Annual Average.	
	Miles.	No.	Miles.	No.	Miles.	No.	Miles.	No.
Regulating, Grading, Paving, and Sewering of Avenues and Streets in the 23rd and 24th Wards.								
Regulated and Graded	24.00	...	1.41	...	38.96	...	7.79	...
Curb-stones set . . . .	39.72	...	2.34	...	83.50	...	16.68	...
Flagging laid . . . . .	37.06	...	2.18	...	62.41	...	12.48	...
Crosswalks laid . . . .	5.51	...	0.33	...	9.76	...	1.95	...
Pavement laid . . . . .	10.91	...	0.64	...	21.54	...	4.31	...
Repaving Third Avenue . . . . .	...	...	...	...	2.24	...	...	...
Asphalt Willis Avenue . . . .	...	...	...	...	0.76	...	...	...
Sewers built . . . . .	33.39	...	1.96	...	37.72	...	7.54	...
Sewer Manholes constructed . . . . .	...	1603	...	94.30	...	2067	...	413.4
Receiving Basins constructed . . . . .	...	567	...	33.35	...	429	...	85.8
Avenues and Streets legally opened . . . . .	49.61	...	2.92	...	49.00	...	9.40	...

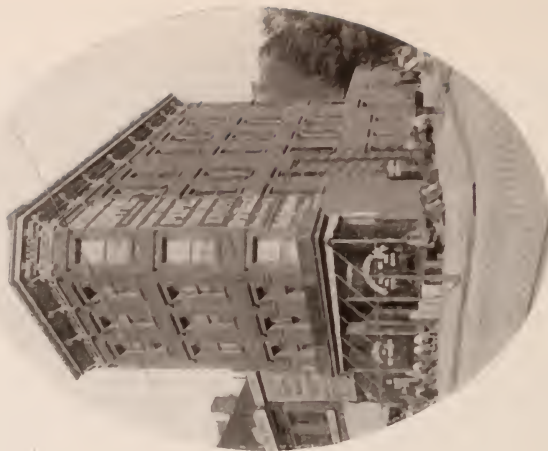
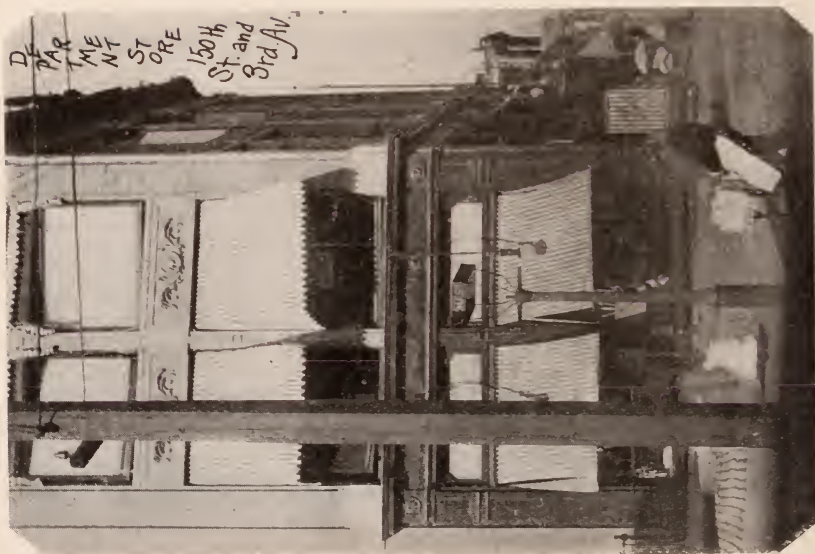
There are now altogether 130 miles of legally opened streets in the 23rd and 24th Wards.

Willis avenue was paved with asphalt in the fall of 1895. It was the first asphalt laid in the 23rd and 24th Wards.

The cost of the assessable improvements made during the five (5) years ending December 31, 1895, amounted to \$5,235,-887.16; averaging \$1,047,177.43 per annum.

The assessed valuation of the 23rd and 24th Wards in the year 1890 was \$44,448,914, and in the year 1895 \$65,885,155, an increase in five (5) years of \$21,436,241, being an annual average increase of \$4,287,248, which shows plainly that the increase in real-estate valuations has kept pace with the improvements made.





The experience obtained by the Department of Street Improvements in perfecting the street system in the territory which formerly constituted the 23rd and 24th Wards will be of marked advantage in the laying out and improvement of that portion of Westchester County recently annexed to New York, and as a logical sequence will be of great advantage to the residents of that section also.

There is every sign of a rapid and healthy progress northward, and with increased rapid-transit facilities and a proper utilization of the very valuable water-front advantages of the entire 23d and 24th Wards, I predict that in a very few years our territory will not only be the garden spot of the metropolis, but will be a vigorous rival, so to speak, in commercial supremacy with that part of the city within the confines of Manhattan Island.

## COMMERCIAL ADVANTAGES.



*Robert Vile*

The North Side of New York, *i. e.*, the territory above the Harlem River, bears a similar relation to the city at large that the Great West does to the country—a land of great promise of infinite possibilities, and the seat of future empire. No city in the world has such a wealth of public parks and pleasure grounds as lie within its area; no city in the world has such natural and economical advantages for commerce, or on so grand a scale. None has a more salubrious climate, or such a variety of surface, nor has any other city such abundant facilities of passenger transit and land traffic.

Its resources are the resources of the continent, for behind it, and tributary to it, are all the products of the continent and all its commercial necessities. Its growth is only limited by the growth and development of American civilization. Its



position in the past and in the future has been fixed by nature's fiat, and nothing but the upheaval of the continent, or its subsidence in the sea, can change the topographical and hydrographical conditions which have made it what it is, and which will make it, in a very limited period of time, the most populous, the most prosperous and the wealthiest city on the Globe.

The North Side of the city is, in shape, an irregular parallelogram, bounded on three sides by navigable waters, while nearly half of the remaining boundary makes up the northerly limit of the great public park area of the city. This North Side is, in its topography, unlike that of Manhattan Island. The latter consists of an almost continuous central ridge, running north and south, from which the land surface descends east and west to the North and East rivers, the whole being about twelve miles long, averaging a little over a mile in width, its greatest width at one point being but two and a half miles, while the average width of the North Side is more than six miles, and, instead of one elevated ridge, there are three parallel lines of elevation, and three corresponding valleys of depression.

In this outline of its topography can be traced the basis of its commercial facilities. All of the depressions are suitable for, and are actually in use as, channels of commerce in the form of great trunk lines of railway. This fact is sufficient in itself to demonstrate the remarkable commercial facilities of this entire area so far as land traffic is concerned. Not only is a general system of rapid transit thus made secure, but a thorough system of freight transit is established along the entire lines of these railways, so that manufactories of every kind can distribute, from their doors, their commodities to the entire continent without breaking bulk, and, in return, secure the raw material from any source where it is available.

It does not require a moment's reflection to understand how much this diminishes the cost of handling material, either crude or manufactured, and thus increases the profits to

Harlem River Water Front  
Below Madison Ave. Bridge



the producer as well as diminishing the costs to the consumer. These trunk lines of railway connect with the entire railway system of the continent, North, South, East, and West, so that the entire continental network of railways, nearly two hundred thousand miles in extent, are directly tributary to this favored locality.

Not only the land transit, but the facilities for water communication are unique and far reaching in their extent. As has been said, three fourths of this North Side section are bounded by navigable waters. That is to say, a water frontage equal in extent to the entire water frontage of Manhattan Island is here presented, thus doubling the commercial facilities of the City on the water front, giving a total length of shipping front of more than fifty miles.

No other city on the Globe can approach New York in this marvellous feature, and, when we consider what an immense advantage is derived from the slight variations in its tidal flow, by reason of which the "docks" which characterize the commercial seaports of Europe are made totally unnecessary, and the universal system of high dues which they involve is avoided—the wharfage expenses being confined here to a reasonable charge for the use of a very economically constructed series of wharves and piers—we see at once the great preponderating influence in our favor from a strictly commercial standpoint.

But even from a commercial point of view we must also consider the advantages offered by the elevated ridges which separate the valleys, so favorably situated for commerce, as admirable places of residences for the operators in the factories, and persons employed in commercial pursuits. These ridges are salubrious, and, in many instances, very picturesque and attractive. Their immediate proximity to the great commercial highways referred to, save both time and expense in going from home to business for all whose employment lies in that direction, along the immediate lines of traffic. This much



South from  
Fordham Heights



"The sinuous and placid Harlem hedged in by commanding hills."

NORTH FROM  
SBOGWICK PARK



Lickman

SCENERY  
on the Upper  
Harlem

North  
from  
Washington  
Bridge.



STONE BRIDGE

avored region presents other sections still more elevated, overlooking a vast expanse of water, which must, at all times, offer irresistible attractions for permanent homes for a very large population.

It is estimated that eight millions of persons are immediately connected with the business of the Metropolis. The nearer these eight millions can get to their places of employment, and, at the same time enjoy the comforts and well-being of salubrious homes the better it will be for the entire community, and, therefore, it is in the development of this new and most attractive region, with its magnificent system of grand parks, and its wonderful hydrographic features, that we must endeavor to exercise a wise judgment, and an unequalled skill.

Steam and electricity, and the wonderful developments in the mechanic arts, as also the great progress and improvements in domestic architecture, with its thousand and one comforts, and luxuries heretofore unknown, have done more for human happiness in five years than a half a century accomplished with the old order of things. Let us thank God for all this, and take the fullest advantage of the blessings we enjoy.

And now there remains to speak of the remarkable commercial advantages which have been developed by the opening of the Harlem River to navigation. The official celebration of this important event took place on the 17th day of June 1895, with imposing ceremonies. The General Government, the State Government, and the Municipal authorities united to make the occasion a notable one in the history of the City and the State.

Two men-of-war, and all the military forces of the United States Government in and about the Harbor, formed the naval and military part of the display, while the Civil authorities were represented by the various appliances of the several departments, and the different trades and manufactures

Harlem River, South, from McCombs Dam Bridge  
ASTOR DOCKS ON LEFT



G.E. STONEBRIDGE

LONG ISL. IN DISTANCE

East River from  
Casanova Cupola  
by Lickman

RIKER'S ISL.

NORTH BROS. ISL.



Pelham Bay  
By G.E. Stonebridge





united to form a pageant of no ordinary interest. A general holiday was officially declared, and many thousands lined the routes of the land and water pageants, the day closing with a banquet and display of fireworks.

Already there has been added a remarkable impetus to the trade and commerce of this whole region by reason of the great advantages it possesses being thus made widely known. It would be a difficult matter to overestimate the commercial and manufacturing future of this entire region. No intelligent person can witness the busy activity that is apparent in every branch of industry, and the vast concourse of people continually passing to and fro, without recognizing the fact that the day of inertia has passed, and the hour of progress and development has come, every day and hour adding to the impetus it has received.

The Harlem River as a factor in the commercial life of New York has been looked forward to with a great deal of interest for a number of years. The necessary delay in obtaining the requisite appropriations and the time required for prosecuting the work of improvement was a matter to be expected.

But this important addition to the commercial necessities of the Metropolis, being now so far completed that it has been thrown open for the purposes of general commerce, we are enabled to see from actual results how far it has met the expectations of its promoters. Already the brick and lumber interests have felt the stimulus and have nearly absorbed all the wharf facilities that were provided for their possible demands.

The whole river presents a scene of activity and business energy that is a marvel to behold. What it will be when the shipping facilities at East Harbor are completed so that the grain trade can participate in the great advantages that will then be offered may be imagined from what has already taken place. The relief, even now, that has come to the shipping



in the lower part of the city, through the use of the Harlem River, is clearly perceptible. All the long line of barges that now leave the Hudson at Spuyten Duyvil, was formerly compelled to double the battery and fairly blocked the way of the great steamship lines. This obstruction will be less and less as wharf accommodations are found for other branches of industry.

But more than all this, we are now in a position to offer to all the varied industries of the country, facilities that cannot be found elsewhere. Materials and skilled labor for manufacturing purposes are more readily and more cheaply obtained at tide water and in the vicinity of large populations than anywhere else.

The powerful influences of the inventive genius of the age, new forms of industry, new adaptations of motive power and labor saving conceptions of every kind are constantly being evolved. In large industrial centres there can always be found in sufficient numbers the class of persons who from their familiarity with mechanical employments can readily adapt themselves to new inventions and new appliances. Thus the labor and the materials are at the very doors of those who desire to enter upon a new or improved field of industry, and obtainable at the most economical cost.

This it is that has made New York the largest manufacturing city on the Continent, and which will enable the Metropolis to maintain its supremacy, in this as well as in every other field of enterprise.

#### THE EAST HARBOR.

The East Harbor of New York, which is formed by the junction of the East River, the Harlem River, and Long Island Sound, has now become an important factor in the commercial affairs of the city, more especially since the recent addition of territory. The whole length of this additional territory (more than six miles) lies upon this fine harbor with ample



East Bay from Barretto's Pt.



Pickman

View from Hunt's Pt.

Along the Shore, City Island



GESTONSBROOK

"The Majestic Hudson"

Pickman

NORTH FROM MT. ST. VINCENT



water space and ample depth of water for the largest vessel afloat. The numerous indentations in the water-front have been made available by the Harbor Line Board for large basins admirably adapted to the canal trade, for ship-building, floating docks, and grain elevators. In fact this superb body of water approached by the way of Long Island Sound directly from the ocean with no bar or other obstructions, or from the lower bay by the East River if necessary, is one of the finest harbors in the world.

Here the entire canal trade and Hudson River traffic can be centred with every possible convenience for trans-shipment with ocean-going steamers. The entire coast traffic of the New England States passes through this harbor including the mammoth passenger steamers of the Sound that rival in size and passenger accommodation the largest steamships in the world. What all this is to be in the commerce of the City of New York can be readily comprehended.

There are no limits to its possibilities since it is a vast land-locked basin larger in extent than any other body of water so well adapted to a similar purpose. The great advantages that are presented along this water-front for manufacturing establishments on a large scale are already being understood and plans are on foot looking to an early occupation of favorable sites for this purpose. The active competition in all industrial pursuits has made it a matter of absolute necessity, that every advantage of natural and artificial facilities should be availed of in the interest of economy, as everything by which time and labor can be saved must be carefully considered in order to meet the sharp lines that exist in all the departments of industry.

Here are the freight terminals of two great trunk lines that embrace with their connections the entire continent. From their very doors the manufacturers may ship their products that will be conveyed in unbroken bulk by rail or steamer to every part of the United States, Mexico, Canada, and to every

*Yacht "Hiawatha" Built at Morris Heights on the Harlem  
by the  
CHAS ENGINE & POWER CO.  
and  
CHAS L SEABURY & Co.  
Consolidated*



Photo., Copyright by F. E. BOLLES, Brooklyn.



YACHT BUILDING AT MORRIS HEIGHTS.



seaport in the world, and in return secure the raw material at the lowest rates from any available source. A line of steamers is now negotiating for piers, and other trunk lines of railroads are seeking terminals at this point. The coming year will see a commercial revolution in this part of the City if the plans now being prepared are carried out.

## RAILWAY FACILITIES.



To the student of sociology nothing is more interesting than urban growth. The phenomenal growth of cities throughout the world, but more especially in the United States and Europe, is noticeable. In the last few years man has sought out many inventions to ameliorate his condition and to relieve human life of unnecessary friction, so that the humblest citizen is now better clothed, fed, and protected from disease by sanitary regulations than the king of a century ago. These favorable conditions are inherent in city life, and urban growth has its support, therefore, in a natural law of evolution, the survival of the fittest. Following this process of aggregation is the consideration of adequate facilities for inter-communication, and man's cunning again comes to his aid in solving this problem. Electricity, that most wonderful principle, invisible,

imponderable, but which, strange to say, can be measured and sold, has been harnessed to man's needs, and, by the application of the trolley, the inhabitants of cities can now travel from one extremity of their city to another in the most comfortable and convenient cars, propelled, lighted, and heated by this subtle fluid, and, by a system of transfers, with great cheapness. Soon the overhead trolley will, in the writer's opinion, give way to the underground trolley, and then the problem of inter-mural transit will have reached almost perfection.<sup>1</sup>

Considering more particularly the subject of this article in its local application, it may be remarked that in no other locality has there been so much wisdom and foresight shown on the part of its people as in making timely and adequate provision to receive the multitudes now crowding across the Harlem River to settle between the latter and the Hutchinson River, including the towns of West and East Chester, recently annexed. The North Side Board of Trade, and numerous other associations, have taken the deepest interest in this problem, as evidenced, for instance, by their cordial support of the recent application of a traction company for the use of certain streets not already granted in the Twenty-third and Twenty-fourth Wards; and it was owing mainly to this interest expressed to the public authorities and the press that unanimous consent was given to the application by the Board of Aldermen and approved by the Mayor, with his especial commendation. And the public may be assured, that at a period not remote an efficient service, with transfers and cheap fares, will be established in the streets embraced within this grant of some twenty miles in the Twenty-third and Twenty-fourth Wards, and in addition thereto some twelve miles in the new annexed district, granted by the local authorities before annexation.

<sup>1</sup>Since the preparation of this article, The Metropolitan Traction Company, after various experiments, have adopted the underground trolley, and it is now being introduced on their lines throughout the city.





Mott Haven  
Station  
N.Y. Central  
& H.R.R.R.



*Pickman*

It is not alone that the trolley has come to the North Side to stimulate its growth in all points of the compass, but in addition thereto the elevated railroad is now in operation to One-hundred-and-seventy-seventh Street, or Tremont Avenue, which line is soon to be extended to Fordham, and by which a passenger is now carried from the Battery nearly the whole length of the city, without change of cars, for five cents. Also, "rapid transit trains," so called, are now being run at frequent intervals from the heart of the city—Forty-second Street Grand Central Station—to the northern limits of the city, over the Harlem Railroad. This service has been greatly improved by the completion of the new steel viaduct, now in full operation. Then again, the westerly section of the North Side has the benefit of an express service from the Battery over the Sixth and Ninth Avenue elevated railroads to One-hundred-and-fifty-fifth Street and the Harlem river, and there connecting with the Putnam Division of the New York Central Road.

It may be observed in this connection that the Harlem Railroad, the New York Central (Putnam Division) Road, the elevated railroad and the existing trolley road, for the most part, extend in a northerly and southerly direction, nearly parallel to each other, while the new People's Traction Company will supplement the service of these roads in a transverse direction. The problem of the underground rapid transit service, which has been so constantly before the people for the last ten years, and which has at last resulted in an Act for an appropriation of some fifty millions of dollars, will ere long become an accomplished fact, and be extended to the northern limits of the city, through the Twenty-third and Twenty-fourth Wards.<sup>1</sup>

<sup>1</sup> As this article goes to press it is announced that the report of the Commission favoring the construction of the underground rapid transit road will be confirmed at an early date by the Appellate Division of the Supreme Court, and the work will probably be under way by the opening of the new year. The route laid out by the Commission, it will be observed, strikes the Twenty-third Ward

Tremont Station, N. Y. and Harlem R.R.





It may not be foreign to the writer's subject to refer to the successful labors of the Commissioner of Streets for the Twenty-third and Twenty-fourth Wards in that in a remarkably short time since his office was established, there have been projected and laid out so many miles of streets and avenues, without which an efficient railroad system would have been delayed many years.

It may not be uninteresting to give some definite particulars as to facilities for passenger transportation afforded by existing lines.

The Eastern Division is served by the Harlem River Branch of the New York, New Haven & Hartford Railroad, connecting at One-hundred-and-twenty-ninth Street, on the same platform, by a change of cars with the Second and Third Avenue elevated lines to City Hall and South Ferry as follows:

Between One-hundred-and-Twenty-ninth Street and :	Distance From Harlem River.	Time From 129th Street.	MONTHLY COMMUTATION RATES.		NUMBER OF TRAINS DAILY.	
			Harlem River.	129th Street.	South Bound.	North Bound.
Port Morris.....	1.20	5	\$2.25	\$3.25	20	19
Casanova.....	2.30	7	2.25	3.25	18	19
Hunt's Point.....	2.33	9	2.25	3.25	18	19
West Farms.....	4.08	13	3.25	4.25	18	19
Van Nest.....	5.02	16	4.00	5.00	20	20
West Chester.....	6.00	18	4.25	5.25	20	20
Bay Chester.....	7.43	22	4.50	5.50	20	20
Bartow and City Island....	8.50	26	4.75	5.75	20	20

at One-hundred-and-forty-ninth Street and Harlem river, extending under that street to Third Avenue, thence up Third Avenue and Westchester Avenue to a depression near Bergen Avenue, and from the latter point to be continued as an elevated or surface road to Bronx Park and the outlying districts. As the Fourth Avenue branch extends to Forty-second Street, there is an assurance, on fairly good authority, that the route will be extended through Fourth or Park Avenue at a very early period. The writer can see no reason why the present Harlem system cannot now be immediately utilized in the extension of the underground rapid transit road from Forty-second Street.

MELROSE YARDS, N.Y.C.  
& H.R.R.R.  
FROM CEDAR PARK



Trains run regularly, south bound, one-half-hourly in the morning, north bound, one-half-hourly in the evening, balance hourly both ways.

Commutation tickets are good for fifty-four rides, to be used within the calendar month for which they are sold, all tickets dating from the first of the month.

The charge of \$1.00 per month for crossing the Harlem River can be saved by alighting at Willis Avenue, and taking the elevated cars at Southern Boulevard, two blocks distant.

School commutation tickets, forty-four rides per month, are sold to those under eighteen years in regular attendance at school at one half the rates to Harlem River, with an addition of \$1.00 per month to One-hundred-and-twenty-ninth Street.

Fifty-trip family tickets, to be used only by the person to whom issued, a member of his or her immediate family, or a servant therein, good for one year from date of issue, are sold as follows:

Between Harlem River and:

West Farms.....	\$3 10
Van Nest.....	3 80
West Chester.....	4 50
Bay Chester.....	5 60
Bartow and City Island.....	6 40

The Central Division is served by the Harlem Division of the New York Central & Hudson River Railroad from Grand Central Station (Forty-second street) as follows:

A fifty-trip family commutation ticket is good for one year, and for the person to whom it is issued, any member of, visitor to, or servant in, his or her family.

Monthly commutation, or sixty-ride, tickets are limited to one month from date of sale.

School tickets are sold at reduced rates on a graduated scale diminishing from the first to the tenth month.



*Harlem R.R. Station  
Woodlawn*



*Harlem R.R. Station  
Bedford Park*



Distance.	Time.	Between Grand Central Station and	One-way Fare.	Regular Round Trip Fare.	Special Round Trip Fare.	Fifty-ride Fam- ily Ticket.	Sixty-ride Monthly Com- mut'n Ticket.	NUMBER OF TRAINS DAILY.	
								North	South
4.95	13	Mott Haven... (138th St.)	.06	.10	..	....	\$2.50	37	40
6.13	17	Melrose .....	.10	.20	..	....	3.00	26	26
6.60	19	Morrisania. ....	.10	.20	..	....	3.25	25	20
7.38	21	Claremont Park.	.12	.20	..	....	3.50	25	20
7.87	23	Tremont. ....	.12	.20	..	\$5.50	3.70	26	26
8.51	24	183d Street ...	.15	.30	.25	5.75	3.80	12	9
8.92	26	Fordham .....	.15	.30	.25	6.00	3.85	27	27
9.57	28	Bedford Park .	.20	.35	.25	6.50	4.10	27	31
10.53	31	Williams Bridge .....	.22	.35	.25	7.00	4.45	27	31
11.81	34	Woodlawn. ....	.25	.35	..	7.50	4.60	30	31

The Western Division is served by the Hudson River & Putnam divisions of the New York Central as follows:

## HUDSON RIVER DIVISION.

Distance.	Time from G. C. Station.	Distance Between Grand Central Sta- tion or Thirtieth Street and	One-way Fare.	Round Trip Fare.	Fifty-ride Fam- ily Commuta- tion Ticket.	Sixty-ride Monthly Com- mut'n Ticket.	NUMBER OF TRAINS DAILY.	
							North.	South.
7.10	15	High Bridge....	.10	.20	....	\$3.45	23	18
8.03	17	Morris Heights..	.15	.25	\$5.50	3.70	24	20
9.86	21	Kingsbridge ....	.15	.30	6.50	4.10	23	21
11.15	25	Spuyten Duyvil.	.20	.40	7.50	4.45	26	24
12.89	29	Riverdale. ....	.24	.48	8.00	4.60	26	24
13.60	31	Mt. St. Vincent..	.26	.50	8.75	4.75	25	23



WILLIS AVE. STATION, N. Y., N. H. AND H. R. R.



HARLEM RIVER FREIGHT YARD, N. Y., N. H. AND H. R. R.



## PUTNAM DIVISION.

From eight to ten trains morning and evening have "elevated" express connection with Sixth and Ninth avenue lines.

Distance from 155th Street.	Time from 155th Street.	Between The Battery or South Ferry and	One-way Fare.	Round Trip Fare.	Fifty-ride Family Commuta- tion Ticket.	Sixty-ride Monthly Com- mut'n Ticket.	NUMBER OF TRAINS DAILY.	
							North.	South.
1.1	4	High Bridge....	10	20	....	....	35	33
2.0	6	Morris Heights..	10	20	\$5.50	\$5.10	35	36
2.8	8	Fordham Heights	14	28	6.00	5.35	35	36
3.8	10	Kingsbridge ....	15	30	6.50	5.55	35	36
4.8	12	Van Cortlandt ..	20	35	7.40	6.00	37	36
5.8	15	Moshulu. ....	23	40	8.05	6.15	30	33

Rates on the Putnam Division include ride on Manhattan Elevated Railroad to or from any station on the Sixth or Ninth avenue lines.

Family commutation and school tickets are sold on the Hudson and Putnam divisions under the same conditions as on the Harlem Division.

The Suburban Elevated Railway serves about the same territory as the Harlem Division of the New York Central, and carries passengers from Tremont to the Battery for five cents, a limited number of trains morning and evening making a continuous trip, and all trains running at a few minutes' headway. There are also numerous express trains. Running time from City Hall to Tremont, express trains forty-seven minutes, regular trains fifty-two minutes.

The Union Railway Company operates eight lines of surface cars on the trolley system. Starting at One-hundred-and-twenty-ninth Street and Third Avenue, it has branches running northeast, north, and northwest, and by a liberal system of transfers, passengers can reach almost any section of the North Side for a single fare of five cents from One-hundred-



*Union Railway  
Power House*



*Union Railway Trolley Station*

and-twenty-ninth Street and Third Avenue on the East Side, or One-hundred-and-thirty-fifth Street and Eighth Avenue on the West Side.

It will be seen, therefore, that if transit facilities and advantages of inter-communication constitute a potent factor, if not the most potent factor, in urban growth, then every citizen of the North Side must naturally take the most optimistic view of the rapid growth of his favorite locality, and ere long receive the reward of his enterprise.





*ESTEV PIANO FACTORY, 50 BOULEVARD-LINCOLN AVE*

*SCHIEFFELIN & CO'S DRUG MILLS, S<sup>O</sup> B'VD & ST ANN'S AVE*



## A MANUFACTURING CENTRE.



*John A. De La Vergne*

It is universally conceded that the City of New York, when its growth in population and its unprecedented development are considered, is one of the most striking evolutions of history. In all the retrospect of the past, search as we may every point within our scope, no instance presented to us is quite comparable to it. All great cities of the world have been the outcome of centuries of gradual development.

Even London and Paris—rated as the two largest cities—grew as a man grows to maturity, strengthening in fibre and bone, and nerve and brawn, year by year, each successive period during which they were passing from infancy to full growth involving a century of time.

History seemed to have especially reserved for this continent the glory of presenting the marvel of a great city as one



134th St

MANDOLIN & GUITAR FACTORY



50th Boulevard



ZELTNER'S  
170th St  
NEAR  
3rd Av

MAYER'S  
3rd Av 168  
6169 St



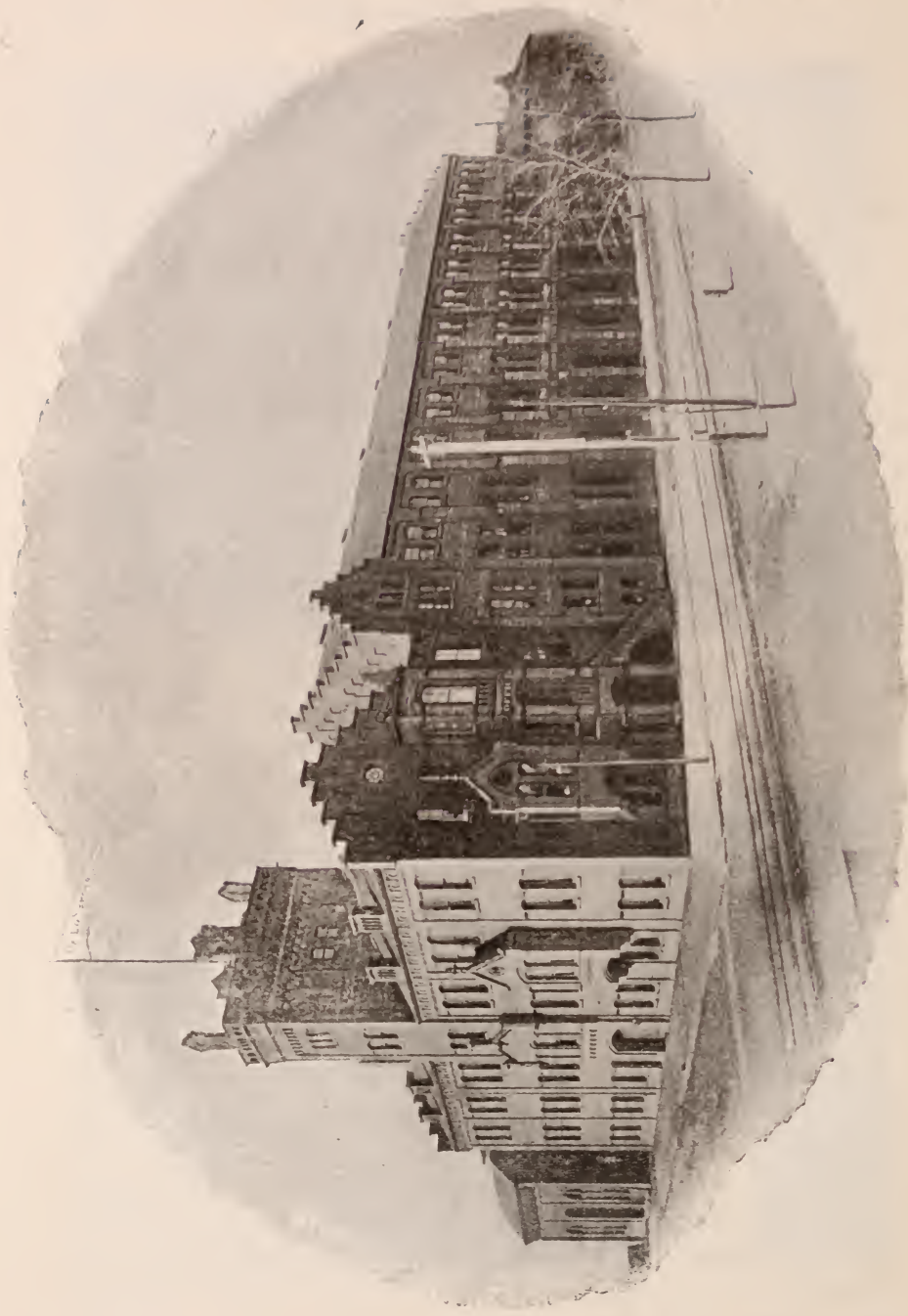
Lickman  
Photo



of the commercial wonders of the world, developing into a robust, ever restless and broad-minded activity in less than twenty decades and winning from all the great municipal commonwealths of the Old World the acknowledgment that it was entitled to rank with them as a commercial emporium of importance and second to none. Yet it is as a manufacturer that one of the chief glories of this great city is to be achieved. Even to-day it acknowledges no superior as a producer, both as to extent and quality, of general products of every variety of manufacture, while in the production of a goodly number of useful and universally desired specialties it enjoys a generally conceded monopoly; and there is no reason why, before the lapse of many years, it should not become the "hub" of the world's manufacturing interests.

Topographically speaking it has all the territory necessary to such a grand development, and a vast proportion of that area is compassed within the boundary of what has come to be known as the North Side, with its seven and one half miles of frontage on the Hudson, its six miles on the Harlem River, its eastern shore extending fifteen miles from Port Morris to Pelham Bay and City Island, and the Bronx River which, with the march of improvement, is destined soon to be made navigable to a considerable distance; while all along the line of its northern boundary extending westward from upper Pelham Bay to Spuyten Duyvil it is adapted, by its natural and acquired facilities, to the establishment of manufacturing enterprises of every variety. When the fact is taken into consideration that the area of the North Side is double that of Manhattan Island, the vast measurement of the territory occupied by it can be comprehended.

There is no advantage necessary for the successful operation of manufacturing industries that is not to be found on the North Side; indeed there is no facility lacking for the promotion of such operation in any important respect. Mainly among the advantages and facilities is the well-established



OFFICE AND WORKS OF THE DE LA VERGNE REFRIGERATING MACHINE CO.

convenience for the receipt of goods to be used in the manufacture of articles of merchandise, and for their transportation to consignees by rail or water. Surrounded as it is by a water boundary—with the exception of its northern line—the North Side certainly presents a rare topographical condition and advantageous location excelled by no other locality in the world. Of the railroad facilities it can be truly said that no better can be found anywhere, with the New York Central and Hudson River Railroad on the south and west, the New York, New Haven, and Hartford Road on the east, the New York and Harlem, and the New York and Putnam between the two great lines, the Harlem River and Portchester Railroad on the east doing suburban service for the New York, New Haven, and Hartford. These railway thoroughfares are acknowledged to be the best equipped and the best managed of any in the country, and being such they are enabled at all times to render the best and most satisfactory service desired. Goods can be shipped by them to any part of the United States without being subjected to the dilatory and often annoying disadvantages of transferring freight. And these same excellent facilities of water and rail can be used in bringing in coal at a very low cost to the manufacturers located on the North Side, so that the cost of power is less here than at any other place not so favorably situated.

Another valuable advantage will be the Harlem Ship Canal through which, when completed, many of the raw products of the country will be brought nearer to the North Side, and, as saving of time and distance are important factors in all manufacturing enterprises, the efficacy of this long-needed improvement will be at once recognized.

Taking into consideration the fact that the population of the North Side is only about one twelfth that of the city proper, it is surely a subject of deepest congratulation when we survey the different fields of manufacturing which are now in a state of prosperous cultivation on the upper side of





*THE JORDAN L. MOTT IRON WORKS  
3RD AVE & HARLEM RIVER*



the Harlem. From these mills of industry come a great variety of commodities, such as iron work of every description, including stoves, ranges, and furnaces; refrigerating and ice-making machinery, church organs, pianos, refrigerators, artistic bronze goods, electric supplies, surgical instruments, beaten gold, china and enameled ware, naphtha launches, railway lamps, paper boxes of every design both as to utility and beauty, window-shades, toys, segars, brushes, carpets, dyeing and printing work, mineral waters, tape, soap, silks, shirts, drums, varnish, and other products of necessity and practical usefulness. And these industries, as great as they are in extent and variety, are only an item compared with the possibilities that the near future presents to the mind of every observer who has applied his eye and his thought to a thorough examination of the situation.

Among the possibilities, even among the probabilities of the future, is a renewal of the ship-building interests of this country, and there is no locality in the world better adapted by nature for that work than the Sound frontage of the North Side. The harbor of Port Morris and East Harbor offer every desirable advantage for carrying on ship-producing enterprises that is to be found in any of the great ship-yards of the world, both for construction and launching, and there is no reason why they should not establish themselves in this locality before the lapse of many years with an extensiveness of activity equal to, if not surpassing, that of the Clyde, or of Chester on the Delaware. Here there are no bridge obstructions and all the depth and expanse of water necessary to the untrammelled prosecution of such enterprises are afforded.

Indeed, it can be said in brief, that this North Side possesses every natural characteristic for an evolution which would make it the model and most extensive manufacturing centre on the face of the globe. New York City is the recognized market of the Western hemisphere. It is to it that European merchants and consumers turn their eyes when they



SO. BOULEVARD NEAR CYPRESS AVE.



SO. BOULEVARD NEAR 135TH ST.



are desirous of making purchases of the commercial products of this country, for it is the great shipping emporium of the continent to which manufacturers in any section of the land send their goods for transportation across the sea. Hence it is that manufacturers in distant localities are anxious to find places for their establishment either within the old city or at points so contiguous thereto that they may always be within ready reach of the market whence their products are dispensed to the purchaser.

Among other things to be considered in connection with this subject is the labor interest. Workingmen of every grade, whether skilled or otherwise, prefer to live near the places where they render their services; moreover the question of cheap but comfortable living is to them always a most serious one. And nowhere can the workingman find more advantages calculated to gratify his wishes in this respect than here on the North Side. The increase in the number of factories will logically be followed by increased accommodations for the employed, who will also find here for their children schools second to none in the city. The water supply for residences, the street lighting and street cleaning facilities are unsurpassed even by Murray Hill.

As for special "breathing spots" there is no territory of equal extent within the corporate limits of any city of the world which contains so many parks as our own North Side. In these beautiful sylvan retreats, delightfully situated and attractive in their natural picturesqueness, children of the rich and poor alike find pleasure grounds that are as extensive in area, and as charming in all their ancient loveliness of dale, knoll, and woodland as they are in all their acquired attractiveness and conveniences. And all of these are easily accessible by means of the elevated roads and the trolley electric lines of the Union Railway, and indeed every section of the North Side is—a fact which has probably contributed more to the building up, and steadily increasing prosperity of the

*PIANO FACTORY  
149<sup>TH</sup> ST & Brook Ave*



*Shirt Waist Factory  
PORT MORRIS*



section than any other factor. These means of communication extend in some instances beyond the city limits and stretch across the territory from east to west, giving to the population the most desirable facilities of transit with quickness of speed and at moderate fares.

Among the inducements that are bringing manufacturers to the North Side is the consideration given by many of them to the fact that dealers throughout the country find it to their advantage to come to New York to make their purchases of stock. A large proportion of these have an eye to cheapness in making their bargains, whether the fabric they buy be of the costliest manufacture or of the commonest make. Here they can inspect the goods before they have left the places of their manufacture, and have the advantages of obtaining them at first cost. And when we know that thousands of these purchasers make regular pilgrimages to New York for the purpose of buying goods for delivery to consumers, it surely will be most advantageous to them in every business way, financial as well as otherwise, to deal directly with the manufacturer, and save all the extra cost which attaches to dealing with the middle man. And this is one reason why men who look ahead predict for the North Side a great future as a manufacturing centre, the dawn of which seems to be almost at hand.

And if the existing order of things in the manufacturing life of this city, and the forecast which it is not difficult to make of what the future is to be, may be taken as a prognostication of events that are fast reaching the epoch of their birth, their significance lies in the fact that they point to a time when the extent of the manufacturing interests and developments of the North Side will be so great and universal in its influence that it will be felt by every mart of the world however distant it may be.

Already, though young in years compared with the great nations of the earth, this country has contributed much to the



Piano Factory  
So. Boulevard & 132 St.  
Alexander Ave.



Marble Works,  
Port Morris



benefit of the whole world. It perfected steam propulsion, it evolved the telegraph, the railroad, the telephone, the sewing machine, mowing and reaping machines, and agricultural implements, the type-setting machine, and the two-wheeled horse upon which circuits of the globe have been made. These are but a few of the many achievements of invention that could be mentioned. And it is here on the North Side that a great manufacturing community is to be evolved which will greatly, and for all time redound, to the credit, perpetual development, and lasting prosperity of what is bound to become the best and greatest city among all the great cities of the world.

#### ADDENDUM.

Manufacturers looking for factory sites, with convenient facilities for transportation by water and rail, will find it to their advantage to consider the opportunities afforded by the North Side, or Borough of the Bronx.

Its railway facilities are afforded, as follows :

By the New York, New Haven & Hartford Railway Co.

The following, is a list of railroads and lines over which it receives and forwards freight at through rates :

All points on the New Haven and Old Colony systems of its own road, Fitchburg, B. & M., B. & A., and Central Vermont Railroads; east and west over the Pennsylvania R.R. and lines operating over same as follows : Union Line, Anchor Line, Great Southern Despatch, Seaboard Despatch, Atlantic Coast Despatch, Richmond & Danville Despatch, C. & O. ; P. & R., and lines operating over same as follows : Central States Despatch, C. R. R. of N. J., Western Maryland R.R. ; Lehigh Valley, and lines operating over same as follows : Traders Despatch, Lake Shore, Lehigh & Wabash Despatch, Lehigh Valley Despatch, N. Y. & Greenwood Lake ; Erie R.R., and lines operating over same as follows : Commercial

*CENTRAL-UNION GAS CO'S  
Engine House  
PORT MORRIS*



*Gas Tanks: Central-Union  
PORT MORRIS*





Express, Erie Despatch, Interstate Despatch ; West Shore R.R. and lines operating over same as follows : West Shore Line, Nickel Plate Line, Canada Southern Line, Housac Tunnel Line.

The advantages of this will be apparent as there will be no delay in making shipments.

In regard to the eastern trade, manufacturers are on the level with lower New York City firms, and this also holds good for all business destined beyond Pittsburg.

In regard to New York State business, as well as Pennsylvania and the South, the rates are nearly the same as from the lower end of the city.

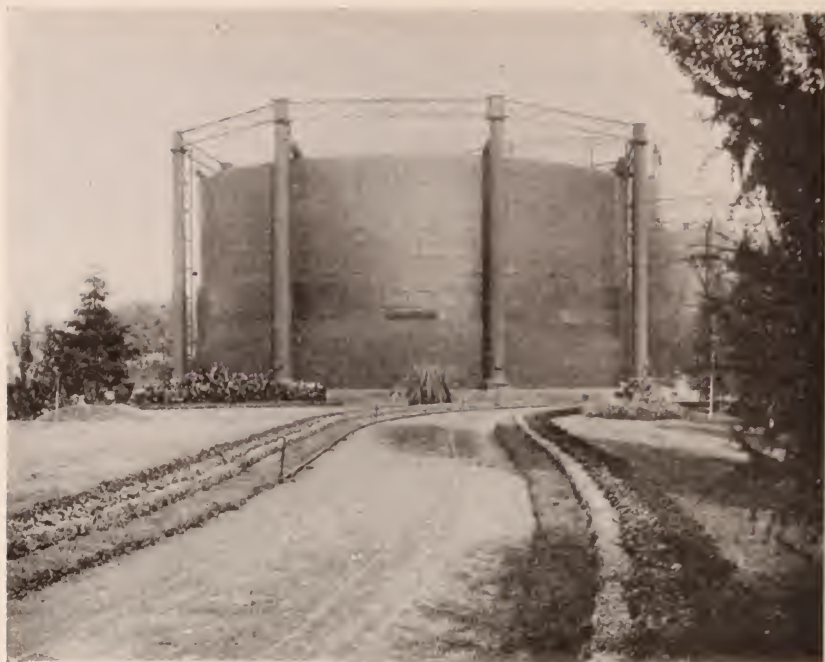
This road also receives, and handles business to and from Long Island R. R., and to and from the N. Y. C. & H. R. R.

This is one of the largest grain distributing centres in the country, it being the gateway into New England, for the handling of the products from the western lines, so that grain and hay may be bought on track.

A large proportion of the kindling-wood supply for the city is received and delivered here.

It also handles an extensive milk business from Berkshire Hills for New York City and Brooklyn, which is delivered to dealers at this station about 11 p.m. every day in the year.

By the N. Y. Central & Hudson River Railroad. This road has extensive freight yards at Melrose, and is the great route from the east to the west, including the Boston & Albany ; Rome, Watertown, & Ogdensburg ; Michigan Central, Lake Shore, & Michigan Southern ; Cleveland, Cincinnati, Chicago & St. Louis, and connecting lines, and embracing the following fast freight lines : Red Line, White Line, Blue Line, Midland Line, Canada Southern Line, Milwaukee & Michigan Line, and Merchant's Despatch Transportation Company, affording facilities for handling, storing, or transferring all classes of freight intended for domestic points,



GAS TANK, WEST FARMS.

F. C. BERTÉ, Photo.



GAS CO'S OFFICE, WEST FARMS.

From Photo. by F. C. BERTÉ, Tremont.

or for export, having traffic arrangements with 96 railroads throughout the U. S. and Canada through immediate connections, and makes freight car interchange direct, and by float with 38 railroads at the Melrose Junction, 159th St. & Morris Av., designated as the East Side terminal freight station of the Harlem Division, and junction point with main line of the N. Y. C. & H. R. R. R. There is a large freight house and yard here for receiving and forwarding freight in any quantity. Tracks are easy of access and well arranged for immediate delivery of carload freights. A large building used as a "Produce Market" is located at this point for the sale of country produce coming from the Harlem Division.

At Port Morris is the Tidewater Terminal on the East River. There is no freight house at this point, it being used for carload freights only. Tracks are well arranged so that freight can be discharged directly from vessels upon cars. Also track connection with the N. Y., N. H., & H. R. R. for the interchange of freight in carloads, this point being called Port Morris junction. Private sidings here for dressed beef, ice, brewers grain, grain and hay.

At High Bridge connection between Hudson and Putnam Divisions is made.

The facilities for shipping freight from the North Side, over this road are very good, and the management is alive to the importance of the traffic from this section and will provide additional facilities for handling it as fast as the necessities of the case demand. Regular New York rates apply from Melrose Junction to western points, also from High Bridge, Morris Heights, and Port Morris; and rates from these points to Philadelphia and points in Eastern Penn., are but a slight advance over rates charged by roads ending at Jersey City over their regular N. Y. rates.

Excellent transportation facilities by water are provided by the Harlem & Morrisania Steamboat Line, from its dock at Harlem Bridge. This line has traffic arrangements with





HÜPFEL'S BREWERY. 161ST ST. AND ST. ANN'S AVE.

the Baltimore & Ohio, Erie, and Pennsylvania Railroads, and with coastwise steamship lines from Maine to the Gulf. Landings are made at the different railroad docks in the lower part of the city, and shipments can be made from Harlem River at about the same rates as down town.

*Lickman  
Photo.*

*N. R. Electric Light & Power Co.  
Rider Av. 141st St.*



Haffen's: Melrose Ave. &  
152nd St.



Morrisania  
BREWERIES

Ebling's, 156th St.  
and ST. ANNS AVE

*Lickman*



EICHLER'S. 169th St. 3rd Av.



## A HOME CENTRE.



*Albert E. Davis*

It is one of the unfortunate characteristics of Manhattan Island that the privacy of home life is unknown to more than half of its people. Its inhabitants are crowded together with a density unequalled by any other city in the world. This is perhaps mainly due to its conformation. A narrow island but two miles wide and thirteen miles long, with the business interests mainly concentrated in its extreme lower end, property within accessible distance of business rapidly became too valuable for single dwellings which could be rented at a moderate figure. Returns adequate to the values which owners placed on their lands could only be obtained by building houses many stories high which could be occupied by a number of families; and the avarice of the land owner led to the

*J McCord Esq*

RESIDENCES

*South of  
St. Mary's  
Park.*



*Alfred  
Hall Esq*



*Stephen  
J. Egan*



*Martin Lipps Esq*

building of as many buildings as possible upon each city block.

As a consequence of this over-crowding, families desiring privacy in homes with no other occupants were forced across the waters surrounding the lower end of our island to land where there was ample room to spread out. Hence Long Island and New Jersey have become the homes of a very large and most desirable population which earns its living on Manhattan Island.

If attempts which have been made from time to time to solve this serious problem of over-crowding have not developed a way out of the difficulty, they have at least revealed the alarming extent to which this over-crowding exists, and some of the worst blocks are being torn down and converted into public parks.

The Tenement House Committee of 1894 appointed by the Legislature to investigate the subject reports that "a block was discovered in which 93 per cent. of the total area is covered by buildings; others running from 80 per cent. to 86 per cent. and a total average for 34 blocks showing 78.13 of the area built upon." The lower end of New York island contains more inhabitants to the acre than any other city in the world—143.2 persons. Paris comes next with 125.2 per acre, followed by Berlin with 113.6. A district in the Eleventh Ward, bounded by Second, Columbia, Rivington, and Clinton streets and Avenue B, contains 986.4 persons to each of its thirty-two acres. The nearest known approach to this is a district in Bombay which, in 1881, had a population of 759.66 to the acre. The Tenth Ward contains an average of 57.2 persons to each house. Such instances of over-crowding are cited as a family of eleven persons living in two rooms.

In such a condition of affairs the privacy of home life is an utter impossibility, and the result is detrimental to the moral and material welfare of the city. The extent to which the morality, integrity, and civic virtue of a city are depend-





*Residence of MR JOHN BUSH  
Webster & Tremant Ave*



*Morris Villa  
Mott Ave & 149<sup>th</sup> St*

*Eichler Residence*

*Fulton Av 169<sup>th</sup> St*



ent on the character of the home life of its citizens cannot be overestimated. A city missionary says :

"I knew a family in Church Street whose immoral condition was traced directly to being forced to herd like cattle. The father was an educated man of fifty-eight years; the mother was fifty, the son thirty-one, and the daughter twenty. For this family there was one three-quarter sized bed. The moral sense of the young man and woman had become so blunted that they seemed utterly devoid of shame."

Says another writer :

"In over-crowding the children are never counted. You will find them sleeping five or six in one bed, and that bed is often a closet with a few boards nailed across the front, and filled with rags, these rags swarming very likely with fever germs, but rarely without more immediately troublesome, if less fatal occupants."

The following statistics furnished by Mr. Carroll D. Wright, Commissioner of Labor in charge of the Census Office at Washington, illustrate the over-crowding of New York's habitations as compared with the other large cities of the United States, the statistics of course referring to old New York as distinguished from Greater New York :

AVERAGE NUMBER OF PERSONS TO A DWELLING.		
	1890.	1880.
New York . . . . .	18.52	16.37
Chicago . . . . .	8.60	8.24
Philadelphia . . . . .	5.60	5.79
Brooklyn . . . . .	9.80	9.11
St. Louis . . . . .	7.41	8.15
Boston . . . . .	8.52	8.26
Baltimore . . . . .	6.02	6.54
San Francisco . . . . .	6.34	6.86

Average number of families to a dwelling :

New York 3.82, Chicago 1.72, Philadelphia 1.10, Brooklyn 2.08, St. Louis 1.51, Boston 1.70, Baltimore 1.20, San Francisco, 1.11.

*Residence of Mr. Robert L. Niles  
Fordham Heights*



*Residence of Mr. Fred Goodrich  
Riverdale*





In New York 66.70% of its total population live in dwellings containing more than 20 persons each ; in Chicago 16.63 ; in Philadelphia 3.41 ; Brooklyn 25.70 ; Baltimore 2.55. It will be observed that  $\frac{2}{3}$  of New York's population live in crowded houses, while but  $\frac{1}{28}$  of Philadelphia's population do—an amazing difference !

In striking contrast with the statistics for the entire City of New York, are the figures for the 23d and 24th Wards, which comprise the district known as the North Side or Borough of the Bronx. While the average number of families to a dwelling in the entire city is 3.82, for the 23d Ward it is 1.84, and for the 24th Ward 1.14 which latter is as favorable a showing as that of such distinctively “home” cities as Philadelphia or Baltimore. Also, while the number of dwellings occupied by but one family is 45.95% of the whole number for the city at large, for the 23d Ward it is 60.86, and for the 24th Ward, 90.04. These figures do not include the recently added territory east of the Bronx, which was not a part of the city when the last census was taken, and which would bring the average still lower. The 24th Ward is the banner “home” ward of the city of New York, the majority of its houses being occupied by but one family each.

The conditions which caused over-crowding on Manhattan Island do not exist on the North Side. It contains about two-thirds of the combined area of both, is broader and less closely confined by water, and has unlimited room to expand northward into Westchester County whenever the growth of the city demands it. Hence, while the state of affairs below the Harlem was perhaps the natural outgrowth of the necessities of restricted area, it is absolutely unjustifiable and positively wrong to thus crowd the habitations of human beings where there is so much room to spread out, and the price of land is still low.

For those property owners of the North Side whose greed of gain has caused them to attempt a repetition of this unde-



sirable feature of lower New York, the arm of the law should be used in restrictive legislation.

Another feature favorable to the development of a home centre is the provision of the building laws which permits the erection of frame buildings in the major portion of the North Side. The man of moderate means can here provide a home for himself at much less cost than would be possible in the brick district. Every city has its successive stages of development, and the first of these is the frame building era. This brings the pioneers, whose energy and thrift make possible the more substantial development which follows. When the growth of the North Side warrants it, brick buildings will take the place of frame, and the fire limits will be extended, as has been the case in lower New York.

A third feature of the North Side which ought to have its effect in the development of a home section is its street system. When, at the commencement of the present century, the Commissioners who were appointed to do for Manhattan Island what the Commissioner of Street Improvements must do for the North Side—plan its street system—made their report, they stated, that however much stars, circles, crescents, and the like might embellish a plan, square-sided houses were the cheapest to build, and the most convenient to live in, hence the street system should consist of rectangular blocks. So they laid down a T-square and triangle, and drew parallelograms across the island about 150 times, and then stopped, startled at their own audacity in planning streets so far north into the wilderness. The result we have in the gridiron system of monotonous streets which has little to recommend it except perhaps convenience to strangers within our gates. Thus it was that Manhattan Island was laid out on the parallelogram plan with narrow and deep lots, as a consequence of which buildings of any depth must, of necessity, have dark and ill-ventilated interior rooms: the depth of the lot which forms the unit of measurement being four times its



*"Picturesque winding roads + +  
lined with attractive cottages."*



HAMPDEN STREET, FORDHAM HEIGHTS.  
From Photo, by A. E. LICKMAN.

width. This same plan has been carried out to some extent on the North Side. Fortunately, however, a large portion of the North Side is topographically incapable of being laid out on the "gridiron" plan, its hills and valleys rendering this impracticable, because either the grades would be too steep, or else the hills would have to be cut down and the valleys filled in so much as to render the adjacent property valueless for building purposes. Where this is the case picturesque, winding roads have been laid out, which are very apt to be lined with attractive cottages, the lots being irregular in shape, and ill-adapted to tenement-house building. This is especially the case along the western and northwestern hills of the North Side.

There are many attractive residence streets and avenues on the North Side, only a few of which can be here alluded to. Mott Avenue, a very pretty thoroughfare lined with fine old trees which arch over the roadway, starts in the business section of Mott Haven, just below the 138th street station, and extends northward along the westerly ridge known as Buena Ridge to 165th street. Mott Avenue will form the entrance to, and part of the Grand Concourse which is to be the finest boulevard in the country. Walton Avenue, on this ridge, is also a residence thoroughfare. Washington Avenue, in the central valley, is another tree-lined avenue similar to Mott Avenue. Franklin, Boston and Prospect avenues, on high ground in the eastern section, contain some very handsome residences, and there are many attractive homes on upper Morris Avenue. Sedgwick and Ogden avenues, on the upper westerly ridge, and Riverdale Avenue in the north west, are bordered with handsome residences and the beautifully kept estates of some of New York's wealthiest and most prominent citizens. For those who admire picturesque scenery and like to live on high ground there is perhaps no North Side thoroughfare which affords so many admirable sites for homes as Sedgwick Avenue. Starting at McComb's Dam bridge it fol-



*Residence of*

HON. SAM'L MAC MILLAN Morris Heights



MR. JOHN CLAFLIN Kingsbridge

MRS. EAMES



"Sedgwick Ave. + bordered  
with handsome residences. +  
of some of New York's wealthiest  
and most prominent citizens."



lows the east bank of the Harlem by graceful curves adapted to the contour of the land, passing under the arches of High and Washington bridges and by the grounds of Berkeley Oval, the New York University, and the Webb Academy, extending as far northward as Van Cortlandt Park. Many charming views of the Harlem and Hudson may be had while driving along this avenue. It has been called the "Riverside Drive" of the North Side.

For the many thousands of fairly prosperous who by industry and economy are enabled to save something out of their earnings there is no more inviting section than the North Side. Here opportunities are offered them of securing homes of their own at a moderate outlay, and at the same time without forfeiture of citizenship in the Metropolis, with all that that implies. The many excellent building and loan associations of this section of the city provide means whereby those who are now paying rent, for which they will have nothing to show, say ten years hence, may secure homes of their own by paying but little more monthly than they now pay out for rent. And, perhaps, next to life insurance, there is no better provision that a man can make for those dependent on him than the securing of a home for them: a house which they can call their own. It ought to be the ambition—indeed, it is the duty—of every head of a family capable of earning more than the mere means of support, to labor and save to the end that those who look to him for support may be thus provided for.

It would be difficult to find, within many miles radius of New York, more delightfully picturesque scenery than is to be found on the North Side, within the corporate limits of the Great Metropolis. Its hills and valleys, affording entrancing views of the majestic Hudson with its world-famed background, the Palisades; the sinuous and placid Harlem hedged in by commanding hills and spanned by many bridges; the wide spreading marine views of the Sound with its numerous

*Residence of Mr. John E. Eustis*  
SEDGWICK AV. MORRIS HEIGHTS



*Lickman*

islands, and the land adjacent to that charming strip of rustic woodland which skirts the picturesque Bronx from West Farms to William's Bridge offer attractive sites for residence which for beauty and healthfulness it would be hard to equal.

Here then is New York's ideal home section. Within this magnificent territory upon which Nature has bestowed her bounties with such liberality we may expect to see developed the residence quarter of the Metropolis, dotted with the homes of the thrifty and industrious of moderate means as well as the palatial mansions of the wealthy ; a district which shall be to our city what London's great home section is to the Metropolis of the world.



## EDUCATIONAL ADVANTAGES.



As regards the number and character of our educational institutions there are few places more highly favored than the North Side. The kindergarten and university have found a congenial home: here boarding school, academy, and college hold out the strongest inducements to the youth of both sexes. The healthfulness of this section, the charm of landscape, the historic interest of the territory, and the intelligence of the people are powerful attractions to those in search of a home. But there is another attraction which the future householder might study—nay, the effete denizen of some downtown ward might ponder over to some purpose—let both think of this: that at no distant day this whole region is destined to become the educational centre of the Greater New York.

In the two wards there are twenty grammar and twenty-



PERSTANDO • ET • PRÆSTANDO • UTILITATI

Hall of Languages



CHANCELLOR'S RESIDENCE



CHEMISTRY  
HALL



NEW YORK UNIVERSITY, Sedgwick Ave.

six primary schools, including departments. A new High School has been established and is in successful operation at Third Avenue and 158th St. The principals of these schools are teachers of ability and of wide experience and their efforts are seconded by a corps of zealous and efficient subordinates. The kindergarten system, physical culture, and manual training are prominent features in many schools and there is likewise ample provision for military drill in the case of the boys belonging to the advanced classes. We have one evening school, No. 62, at 157th Street and Cortlandt Avenue; the five hundred meet and for five whole months devote themselves with praiseworthy ardor to the study of the English and mathematical branches, including book-keeping and stenography. Our people have reason to be proud of the success attained by this school. The discipline is excellent and the instruction is unsurpassed. Under the auspices of the Board of Education six courses of free lectures, delivered in G. S. No. 64, Fordham, G. S. No. 66, Kingsbridge, in the new school at Bedford Park, at Wakefield, and at Westchester are proving a great attraction to the people of the North Side. The lecturers selected for the purpose have been so far exceedingly successful in their work. The halls are invariably so crowded that hardly standing room is left. The Boards of Inspectors belonging to the two wards deserve more than a passing mention. All have done their duty faithfully and well, and deserve a share of credit for the excellent showing made by the pupils of the North Side at the entrance examinations held each year for admission to the two colleges, as well as for the high character of the schools in these wards.

#### SCHOOL BUILDINGS, SITES, ETC.

School officers have not been idle in the matter of procuring new buildings, repairing and enlarging old ones, and more especially in the purchase of the sites for the use of the coming generation of scholars. At Kingsbridge, Bedford





GRAMMAR SCHOOL NO. 85, 138TH ST. AND BROWN PL.

Park, Morris Heights, Mount Hope, Tremont, Fox Estate, College Avenue and 145th Street, St. Ann's Avenue and 148th Street, Union Avenue and 149th St., Cypress Avenue and 135th Street, Burnside and Andrews Avenues, etc., the land for school sites has been already secured and new buildings completed or under contract. Those who come after us will therefore have no reason to complain that we of this day and generation have been blind to their interests in not making something like suitable provision for their children and their children's children.

Of the higher institutions of learning the 24th Ward bids fair to have something like a monopoly. First, there is the Ursuline Convent Academy, charmingly situated near Bedford Park, with everything that can be desired in the shape of classrooms, dormitories, hall, chapel, refectory, and playgrounds. The convent school is of recent date, hardly four years old, but the sisters have shown what it is possible to do within that time: thanks to their skill, perseverance, and unselfishness they have achieved a most gratifying if not a marvellous success. Upward of two hundred students are receiving an excellent education at this popular institution.

The Webb Home, a costly and beautiful structure situated on Sedgwick Avenue, one of the loveliest spots in creation, stands a monument to the noble philanthropist whose name it bears. The art of designing ships, etc., is surely one of the most useful of arts: it deals with a great and highly important industry, besides helping us to take part in the carrying trade of the world. The man who makes such provision for the students of that art, who supplies them with means to pursue it, that man is deserving of great praise and gratitude.

St. Joseph's Institute for the Care and Instruction of the Deaf and Dumb, situated near East 184th Street, Fordham, is an institution created for a truly noble and beneficent purpose. It receives state aid, of course, and never, let me say, does the civil power appear to greater advantage than when helping

Public School, St. Anns Ave.  
147th & 148th Sts.  
Opposite St. Mary's Park



PUBLIC SCHOOL, UNION AV NEAR 149TH ST. & FOX ST.





to lives of usefulness those unfortunates who, through no fault of theirs, are forever cut off from the whole world of sound. As regards methods of instruction and the results attained, St. Joseph's is in every respect up to the highest standard.

St. John's College, beautifully situated in a spacious park fronting on Pelham Avenue, Fordham, is, as we reckon time, an old and highly favored seat of learning. For nearly three score years the College has been in charge of the Fathers of the Society of Jesus and the fame acquired has been such as to attract students from nearly every part of the habitable globe. Young men from Canada, British Columbia, the West Indies, Brazil, Uruguay, Chili, Peru, Bolivia, Central America, Mexico, are there in considerable numbers, and as for the United States, hardly a State is unrepresented. There is nowhere a better type of a polyglot college, for amongst its four hundred students you can hear all the languages of the civilized world.

The New York University is the latest addition to our educational institutions. It is so well known and deservedly popular that but little need be said of this institution. Wise in their day and desirous of increasing the usefulness of the University, the Board of Trustees purchased a beautiful site containing twelve acres of ground on Fordham Heights; the location is a superb one, being on an elevation over the banks of the Harlem River, and overlooking the Hudson with its picturesque scenery, the Palisades on the west, and a magnificent view to the Sound on the east. A number of new buildings have been erected of modern design, with all the approved appliances in educational matters. Under the wise and able management of the Rev. Dr. Henry M. McCracken, Chancellor, and a most distinguished corps of professors, in its new and splendid home the New York University is destined to accomplish the work of an ideal educational institution.

The New York Catholic Protectory at Westchester, re-

Primary School  
WILTON  
Cypress Ave  
135th & 136th  
5/2



Moshulu  
PUBLIC SCHOOL, Parkway  
BEDFORD PARK. Bainbridge & Briggs  
Aves



cently annexed to New York City, is one of the best known institutions in the country. Its special purpose and aim is to care for the homeless of both sexes and it is ably presided over by that noble and self-sacrificing band, the Christian Brothers. Two thousand boys and one thousand girls here find a comfortable home and are taught useful trades. Tailoring, shoe-making, printing, farming, care of horses, gardening, are all taught on an extended scale. A regiment of cadets, armed and equipped, and a magnificent brass band, are connected with this excellent institution. Brother Eusebius is in charge of the whole matter, and Sister Anita, of the Sisters of Charity, of the girls' department.

The Sacred Heart Academy for boys at Classon Point has one hundred and fifty pupils, in charge of the Sisters of Charity.

The excellent educational facilities of the North Side, with its grand system of public parks, its healthful and invigorating climate, its kindly disposed and hospitable people, and the many other substantial advantages, must make this section of the Greater New York the centre of refinement and intelligence, as well as of a contented and happy people.



Grammar School No 60  
College Ave.



Photo. by Arch. Ferguson

MT. HOPE SCHOOL, TREMONT AVE.  
ANTHONY AVE, MT. HOPE PA.



GS No 63, Tremont.  
FULTON & 3RD AVES. 173RD ST  
FACING  
CROTONA  
PARK



Lickman

## BRIDGES.



The Harlem River, a branch of the East River, and Spuyten Duyvil Creek, a branch of the Hudson River, make a continuous waterway about six miles long through the City of New York, separating Manhattan Island from the larger portion of the city on the main land.

The first bridge over the Harlem River was built under a franchise for 99 years, granted in June, 1693, to Fredryck Flypsen or Philipse, to build and maintain at his own expense a bridge over the Spuyten Duyvil Creek, and to collect certain "easy and reasonable tolls" from such passengers as might cross it. The bridge was to be twenty-four feet wide and provided with a draw of sufficient size to permit the passage of small craft. It was further stipulated that it should be free for the passage of the King's forces, and should be

# WASHINGTON BRIDGE.

The two upper views by G. E. STONEBRIDGE; the lower ones by ALBERT E. LICKMAN.





called King's Bridge. This bridge was built during the same year, a little to the east of the site of the present structure which bears the same name. It remained in the hands of Philipse's descendants down to Revolutionary times, when it was forfeited to the State on account of the adherence of the family to the English Crown.

About 1759 public opinion became so strongly aroused against the payment of tolls that a second bridge, called the Free Bridge, was built by public subscription at or near the site of the present farmer's or Fordham Bridge. This diverted all the travel from the old structure and the obnoxious tolls were finally suspended.

The next bridge was built at Third Avenue by J. B. Coles, in 1795 to 1797. He was at first reimbursed by tolls collected from the passengers over it.

This bridge remained in use until 1855 or 1858 when it was torn down to give place to the bridge which has just been removed. The latter was completed and opened to the public in 1867. It was very low, being only 13.2 feet in the clear above high water, with an opening on each side of the centre pier of 82 feet.

In 1813 authority was granted to Robert Macomb to build a bridge with a draw where the Seventh Avenue Bridge now stands. He built it, however, without a draw and dammed the river at that point. About the same time, it was also dammed at King's Bridge and remained a tidal mill pond until 1836, when a number of Westchester farmers tore down the Macomb's dam and re-opened navigation. Later, a wooden bridge was constructed at the same place with a swing draw, known as Macomb's Dam Bridge, which was in constant use up to 1891, when it was moved a short distance up the river (See Scientific American of July 14, 1894) to make room for the new steel bridge, and was used while the latter was under construction.

The Fourth Avenue Railroad Bridge was authorized in

Home for Incurables, Fordham



St. Joseph's Hospital, 143rd and 144th Sts, Brooklyn and St. Ann's Ave



Selon Hospital  
- Riverdale -



1840, and the railroad bridge over Spuyten Duyvil Creek was authorized in 1846. These bridges were built for railroad purposes only.

High Bridge was completed in 1849, and is a portion of the old Croton Aqueduct, carrying the water across the valley of the Harlem. It extends from 175th Street and 10th Avenue to Aqueduct Avenue.

It will be noticed that the bridges referred to were erected previous to, and were in position in 1874, the date of the passage of the Act annexing the territory on the north side of the river to the City of New York.

At that time, while the lands under water on Manhattan Island were vested in the corporation of the City of New York, the lands under water on the Westchester side were in almost, if not in all, cases vested in the riparian owners by grants from the Commissioners of the Land Office, at Albany. In some cases, the lands under water were secured to the riparian owners by patents granted prior to the Revolution.

The survey of the stream by the U. S. Government Engineers was authorized by act of Congress, June 23, 1874. The channel depth in the Harlem River and Spuyten Duyvil Creek is 15 feet at mean low water. In the channel along Dykman's Creek there is a depth of 18 feet at mean low water.

From the Third Avenue Bridge to the entrance of Dykman's Creek into the Harlem River, a distance of about five miles, exterior pier and bulkhead lines are laid out, 400 feet apart. The line through Dykman's Meadows, about one half mile long, is 350 feet wide. The balance of the stream to the Hudson River is 400 feet in width. The average rise and fall of the tide in the river is 5 ft. 9 in. at the East River end and 4 ft. 6 in. at the Hudson River.

The work of making the channel navigable between the Hudson and East Rivers was sufficiently complete at the close of the year 1894 to warrant the celebration by the North Side Board of Trade of the formal opening of the Harlem River





ST. JOHN'S COLLEGE, FORDHAM.



N. Y. CATHOLIC PROTECTORY, VAN NEST.

Canal by a land and water parade, and a banquet on June 17, 1895.

The banks of the river on both sides for the greater part are admirably adapted to the building of wharves, slips, and basins, and will afford opportunity for the addition of new dock frontage about  $14\frac{1}{2}$  miles in length through an important part of the city. At High Bridge and at Washington Bridge the land on both sides of the river is high enough to permit of approaches substantially level with the bridge floors.

Vested interests, and the rapid growth in wealth and population compelled a demand for more and better facilities for transportation over the river, and since annexation five new bridges,—Northern R.R., 1877; Madison Ave., 1884; Second Avenue, 1885; Washington, 1889; and Broadway, 1894; have been built 24 feet above mean high water, to conform to the requirements of the War Department.

Two bridges of sufficient height to conform to the act of Congress, have been built to take the place of the Macomb's Dam Bridge and of the Railroad Bridge at Fourth Avenue. The new bridge at Third Avenue is now in process of construction.

The contract for the new Willis Avenue Bridge will soon be under way, having approaches at 125th Street and Second Avenue and 134th Street and Willis Avenue, has not yet been awarded. The estimated cost of the bridge is \$1,666,000.

The North Side Board of Trade asked the Commissioner of Public Works to make provision for a recreation park on one of the fixed spans of the north side of the bridge. Such a park, sixty-six feet wide, and several hundred feet long, affording a fine view of the East River, Ward's Island, and the valley of the Harlem River, in the near vicinity of a large tenement population, would prove a wise benefaction. The petition of the Board was not, however, treated with the respect it deserved.



Odd Fellows  
Orphan Asylum  
UNION PORT



Public School

G.S. No 97  
Westchester



Huntington Free Reading Room

West Chester

Public Square  
& Fountain  
WEST CHESTER



Photos by  
GEORGE STONEBRIDGE



The present plans of the Rapid Transit Commissioners include a bridge over the Harlem at Fourth Avenue, north of the present railroad bridge.

Chapter 986, Laws of 1895, authorizes the construction of a bridge at 149th Street to connect with 145th Street on the Harlem side, and soundings are now being taken. This bridge, when built, will be of great utility, as it will be the connecting link between two thoroughfares, making a practically straight line between the Hudson River and the East River.

An act was passed by the Legislature of 1897, providing for the acquisition of lands to connect the Macomb's Dam Bridge with the Concourse. It is proposed to build an ornamental iron viaduct, with two sidewalks, two roadways for vehicles and two bicycle tracks, to cost about \$500,000.

Bridges over the Bronx River at Westchester Avenue, Woodruff Avenue, Tremont Avenue, and at Wakefield, to be built under the supervision of the Commissioner of Street Improvement, have been arranged for, and the plans are well under way.

Under Chapter 970 of the U. S. Laws of 1890, it is provided that the Secretary of War shall fix the time during which the draws shall be opened, but that "said draws shall not be opened except for vessels propelled by steam, with or without vessels in tow; nor shall they be required to be opened at any times other than between ten o'clock in the forenoon and five o'clock in the afternoon." Experience has shown that the draws should not be opened between five A. M. and eight P. M., and that all steam tugs should be compelled to adopt devices to enable them to pass under the fixed draws at all stages of the tide.

With the completion of the new bridges having a clear space of 24 feet above high water, and the enforcement of the U. S. Law of 1890, and of the ordinance of the Department of Public Parks of November 30, 1892, many of the disadvantages associated with a territory separated by a navigable stream

MT. ST. VINCENT  
ACADEMY  
Overlooking  
The Hudson



Corpus Christi Monastery  
HUNTS POINT. Barretto St & LaFayette Ave



crossed by low level bridges from the old, wealthy, and thickly settled portion of the city of which it is a part, will be greatly lessened, and some practically removed.

The commerce of the river will be principally in building materials, fuel, and the product of factories along its banks. This bulky freight will be carried in steam-propelled vessels, adapted to passage under its bridges, which will in time become practically fixed bridges, affording uninterrupted transit; thus increasing the value of properties on the North Side to very nearly an equality with those of like character on Manhattan Island, and stimulating growth in population and wealth in every section of the North Side.

The bridges re-built, to meet the requirements of the U. S. Law, those in progress of construction, and the others as arranged for, are all conspicuous examples of engineering skill and adaptation. For beauty of design and detail of mechanism, they are as fine examples of bridge construction as can be found anywhere.

The table on page 144 shows the traffic across the more important bridges spanning the Harlem River during the year 1895.

The statistics relating to car traffic were furnished by the various railroad companies.

The figures in connection with vehicular and pedestrian traffic (two last columns of table) are based on actual count, made during May, 1895, between the hours of 7 A.M. and 7 P.M., and therefore represent only the traffic for the twelve heaviest hours daily.

The commerce of the Harlem River, above Second Avenue, for the year ending June 30, 1893, was, approximately, 2,666,526 tons, distributed as follows:

Handled by N. Y. & Putnam R. R. . . .	166,066 tons.
Distributed along the river. . . . .	2,475,275 "
" " Spuyten D. Cr. . . . .	25.185 "

---

2,666,526 tons.



*West Farms Road*



*Pelham Ave.*



BRONX  
RIVER  
BRIDGES

*Old Boston Rd.*



## The Great North Side.

Bridge.	R. R. Cos. whose Cars Cross Bridge.	Number of Trains.	Number of Street Cars.	Number of Passengers.	Tons of Freight.	Number of Vehicles.	Number of Pedestrians.
Second Avenue....	{ N. Y. N. H. & H. } { Manhattan R'y. }	14,600	.....	519,531	.....	.....	1,161,430
Third Avenue....	{ Union R'y. }	160,600	.....	19,710,000	.....	.....	.....
Fourth Avenue....	{ N. Y. C. & H. R. R. }	.....	525,600	8,395,000	.....	1,679,000	6,387,500
	{ N. Y. N. H. & H. }	162,425	.....	6,951,060	.....	.....	.....
	{ Union R'y. }	.....	.....	4,469,322	.....	.....	.....
Madison Avenue....	{ Madison Avenue, }	.....	187,100	*	.....	1,496,500	1,861,500
Macomb's Dam, or Central.....	.....	.....	.....	*	.....	.....	.....
Eighth Avenue (N. R. R.).....	N. Y. & Putnam.	67,890	.....	1,773,970	.....	1,131,500	1,533,000
High Bridge.....	.....	.....	.....	.....	.....	.....	219,000
Washington.....	.....	.....	.....	.....	.....	348,575	290,175
Broadway.....	.....	.....	.....	.....	.....	222,285	197,100
Spuyten Duyvil...	N. Y. C. & H. R. R. R.	23,725	.....	34,706	3,062,800	.....	.....
		429,240	712,700	41,853,589	3,062,800	4,877,860	11,649,705

\* No statistics.



2D AVE. RAILWAY BRIDGE.



The foregoing statistics show clearly that the traffic over the various bridges greatly exceeds in volume and importance, the commerce of the stream.

A short description of each of the bridges is given, followed by a tabulation.

#### SECOND AVENUE BRIDGE.

The Second Avenue Bridge was built in 1885 by the Suburban Rapid Transit Company as a railroad bridge. It is 28.5 feet above high water, and gives a clear opening on each side of the draw of 103.7 feet. In 1887, by arrangement with the Park Board, a foot path was opened across it for the free use of the public. It is now used by the Manhattan Railway Company, and also the New York, New Haven & Hartford Railroad Company, which has a station at 129th Street.

The total cost was \$203,053.

#### HARLEM, OR THIRD AVENUE BRIDGE.

The new bridge, which is to replace the old one, is now in course of construction. The draw span when finished will have a total length of 290 feet, giving a clear opening for vessels of 102 feet on each side, and the bottom chord will be 24 feet above high-water line. It will have two sidewalks, each 9 feet wide; two roadways, 16 ft. 9 in. wide on each side for trucks, etc., and in the centre a space 17 ft. wide, giving room for a north and a south bound car track.

The northern approach will consist of a truss 117 feet long from the end of the draw span to the commencement of an open steel structure, supported on columns which will carry the roadway by an easy incline as far north as 134th Street. From that point there will be a solid fill between granite walls until the grade of Third Avenue is reached at 135th Street. The grade from 135th Street to the Southern Boulevard will be 3 feet in 100 feet, and thence to the bridge 1.4 feet in 100 feet.

*N.Y. Central R.R. Bridge 4th Ave.*



*Madison Ave. Bridge  
(138th St.)*



The southern approaches will be two in number; one running west along the northerly house line of 130th Street to Lexington Avenue, and the other following a horse-shoe curve to reduce the steepness of the incline, reaching the grade of Third Avenue on its easterly side at 128th Street. The grades of both these approaches will be 3 feet in 100 feet.

Strenuous efforts were made by the North Side Board of Trade and similar organizations to secure for this great structure a direct approach on Third Avenue, but without success. But sufficient attention was given to these efforts to secure the extension of the easterly approach from midway between Third and Second Avenues on 129th Street to 128th Street and its junction with Third Avenue; and also the widening of this approach to a 60 ft. roadway and one 10 ft. sidewalk on the east side, and the proposed addition of a 10 ft. sidewalk on the north side of the Lexington Avenue approach.

The efforts to secure the erection of an open work structure on the north side were successful, while those in behalf of an approach on the Southern Boulevard failed.

The contract for building this bridge and approaches was awarded to Mr. Isaac A. Hopper. It is expected that the bridge will be opened to travel about March 1, 1898.

The estimated cost of the structure and approaches, exclusive of land values, is \$1,400,000.

#### FOURTH AVENUE (RAILROAD) BRIDGE.

The new bridge, which is a four-track structure, is one of the few bridges in this country with that number of tracks placed side by side. It has a total width of 61 feet. It was opened to traffic over two tracks on January 17, 1897, and on four tracks September 20, 1897.

The raising of the tracks at the bridge to the required height involved a vast amount of construction both on the north and south sides. It is estimated that the total cost of the improvement was in the neighborhood of \$3,000,000.



CENTRAL  
OR MCCOMB'S DAM  
BRIDGE



Stuyvesant Bridge.



Viaduct  
and  
Land Span

## MADISON AVENUE BRIDGE.

Madison Avenue Bridge was built under the direction of the Commissioners of Public Parks, and was completed in 1884. It connects 138th Street on the east with Madison Avenue on the west, and has a total length, including the approaches, of 1163 feet. The draw, when open, gives a clear channel, on each side, of 132 feet, and is 28 feet above high water line.

The roadway is 22 feet wide, and the sidewalks each 8 feet wide.

The flooring of the draw is of plank, and the roadway of the approaches of granite block pavement.

The grades of the approaches are about 5 feet in 100 feet.

It is crossed by the cars of the Union Electric Railway Company, and the Madison Avenue horse line, and is of great importance as a connecting link with Manhattan Island.

The total cost was \$492,295.

During the construction of the new Third Avenue Bridge, this structure has proved entirely inadequate to carry the traffic, and now that the avenues leading to it on the south side have been improved by modern paving, and 138th Street on the North Side is to be widened to 100 feet, the present bridge should be removed and replaced by a better one, having well paved roadways and easier approaches.

## SEVENTH AVENUE BRIDGE.

In 1886, it was decided to build a viaduct from Washington Heights to connect with a bridge over the Harlem at 155th Street. Work was commenced on the viaduct in 1890, under the direction of the Department of Public Works, and it was opened to the public in 1893. It has a total length of 1500 feet, and crosses over the elevated railroad, with which it is connected by stairways. The roadway, 40 feet wide, is paved with granite blocks laid in cement, and the sidewalks on each side, 10 feet wide, are also laid in cement.

*N. Y. Central R.R. Bridge, 4th Av.*



*Kings Bridge*



*Photo by  
A. Ferguson*





It was built at a cost of \$739,000, one half the expense being borne by the property benefited, and the other by the city at large.

The bridge proper, was authorized by Chapter 207, Laws of 1890, which specifies that no surface railroad shall cross it. It was built by the Department of Public Parks, and is 731 feet long, being made up of a swing draw 400 feet long, a truss 225 feet long over the N. Y. Central & Hudson River R. R. Company's tracks, and a viaduct 106 feet long connecting the two.

The draw span is 28 feet above high-water mark, and gives a clear channel of 165 feet on each side, when open. It weighs 2400 tons, and is the heaviest in the world. It is supported on a circular granite pier, built on a steel caisson, which rests on solid rock. It turns on 128 cast steel rollers arranged in two concentric rings and is opened or closed by a 75 horse-power engine in  $1\frac{1}{2}$  minutes.

The flooring is of steel buckle plates, paved with asphalt, which gives a remarkably smooth and durable surface. The roadway has a width of 40 feet, and the sidewalks of 9 feet. There are two approaches on the North Side, one 1740 feet long, leading to Jerome Avenue, and the other 350 feet leading to Ogden Avenue. They are supported on granite foundation piers, and the roadways, etc., correspond in width and style of pavement with that of the bridge.

The bridge and northern approaches were completed and opened to the public May 1st, 1895.

The total cost of the bridge was about \$1,989,000.

#### NEW YORK AND PUTNAM BRIDGE.

The bridge of the N. Y. & Putnam R. R., which crosses the river about a quarter of a mile above the Seventh Avenue Bridge, was built about 1877. It is provided with a steel draw 300 feet long and 28 feet above high water, with open-

# HIGH BRIDGE

CARRYING OLD AQUEDUCT  
ACROSS HARLEM RIVER

*Photos by Lickman and  
Stonebridge*



STAIRCASE FROM SEDGWICK AVENUE

ings 128 feet wide. It carries two railroad tracks, and a foot path for free public use.

The cost of this bridge was about \$200,000.

#### HIGH BRIDGE.

High Bridge, located about one third of a mile below the Washington Bridge, was completed in 1849, and is a portion of the old Croton Aqueduct, carrying the water across the valley of the Harlem River. It extends from One Hundred and Seventy-fifth Street and Tenth Avenue to Aqueduct Avenue.

Various schemes were proposed for the aqueduct at this point, and in 1837 a contract was actually let and work started on a rock fill, with an arch at the centre eighty feet wide and thirty feet high, the intention being to lay the water-pipes on top of the embankment and cover them with earth.

The government, however, seeing that such a structure would prove an effectual bar to the further improvement of the river as a navigable stream, refused to permit the continuance of the work, and caused the construction of the bridge as it now stands. It has a total length of 1450 feet, made up of 15 semi-circular arches, 8 of which are of 80-feet and 7 of 50-feet spans. The bridge is about 25 feet wide, and provided with a pathway for foot passengers, but has no provision for vehicles.

The arches at the crown give a clear height of 100 feet above high water.

The Croton water is carried in three large pipes built in brick masonry. Two of cast iron, each three feet in diameter, were laid first, but were soon found to be of insufficient capacity. Between 1860 and 1864 the Croton Aqueduct Commissioners raised the side-walls of the bridge and laid a wrought iron pipe, 7 feet 6 inches in diameter, over the other two. The new Croton Aqueduct crosses under the river just north of this bridge.

The bridge was built by the city at a total cost of \$963,428.





## WASHINGTON BRIDGE.

The Washington Bridge, extending from One Hundred and Eighty-first Street and Tenth Avenue on the west to Aqueduct Avenue on the east, is one of the most notable structures crossing the Harlem, both in appearance and in form of construction. The two main spans are parabolic steel arch structures, each of six parallel ribs. These ribs are built up of immense *voussoirs* of steel, forming sections analogous to the ring-stones in a masonry arch. These sections are constructed in the form of an "I" beam, the flanges of the beam being made up of a number of plates, while the web is a single piece. They are each 13 feet in depth. The ribs rest on steel pins, 18 inches in diameter, placed at the springing point of the arch, and supported on pillow blocks carried by the abutments. The arches spring from granite piers, which are carried up to the level of the floor system. This floor is supported by latticed posts resting on the arched ribs, and is a little higher than the crown of the arches.

The principal dimensions of the bridge are as follows: Total length, 2375 feet, made up of the two steel arches, each 510 feet long, the eastern approach of four masonry arches making 342 feet, and a solid fill between granite walls about 325 feet long, and the western approach of three masonry arches 277 feet long, and a solid fill as on the east side of about 411 feet. The clear height of the main arches above high water is 133 feet. The roadway, which is paved with asphalt, is 50 feet wide, and the sidewalks each 15 feet. The piers rest on caissons which are carried down to solid rock. There are 40,000 cubic yards of dressed granite and gneiss, and about 14,750,000 pounds of iron and steel in the structure.

The bridge is hoped by engineers to help solve the problem of the relative value of steel and masonry construction, as both forms are used in it. The masonry arches are, of course, much smaller, but the effects of time on each will be carefully noted.

The commissioners appointed to build the bridge asked for competitive designs, and offered prizes for them—\$1500 to the best, and \$1000 to the second best. The first prize was won by C. C. Schneider, and the bridge was built on almost the lines shown in his design.

The bridge was two years in building, and was opened to the public use in 1889.

It cost \$2,851,684.

#### BROADWAY BRIDGE.

The Broadway Bridge over the Harlem ship canal, connecting the old Kingsbridge Road on the south with Broadway on the north, was commenced in April, 1893, and completed in December, 1894. It has a total length of 551 feet, made up of the two approaches and a swing draw.

The draw span is 265 feet long, giving a clear channel on each side when open of about 85 feet. The bottom chord of the draw is 26.5 feet above high water.

The roadway is 50 feet wide, and the sidewalks 8 feet, both paved with asphalt. The centre piers, abutments, and masonry on the approaches are of granite.

The bridge was built at a cost of \$450,000.

#### SPUYTEN DUYVIL (RAILROAD) BRIDGE.

The present bridge of the N. Y. Central & Hudson River R.R. at Spuyten Duyvil Creek, is a low structure of wood and iron. It has a swing draw  $1\frac{4}{10}$  feet above high water, which gives a clear opening of 26.2 feet on each side when open. This bridge was authorized in 1846.

Preliminary surveys and soundings have been made with reference to a new bridge to comply with the law, but nothing definite has been decided upon as yet.



## BROADWAY BRIDGE, SPANNING SPUYTEN DUYVIL CREEK.

A contract was awarded June 14, 1897, to Messrs. Gilder sleeve & Smith, for the construction of a bridge over Spuyten Duyvil Creek at Broadway, to replace the old bridge.

Total cost, \$53,607.50.

## WILLIS AVENUE BRIDGE: (Proposed)

As before stated, the plans for a new bridge to span the river from Willis Avenue to 1st Avenue, have been approved, and the contract will shortly be under way.

The plans provide for a swing draw 310 feet long, giving 108 feet clear opening on each side, and having a height above high water of 24 feet. The southern approach will be 585 feet long, made up of a masonry incline, from 125th Street and 1st Avenue 345 feet long, and a truss 240 feet long from the end of the incline to the end of the draw. On the north, the incline of masonry will commence at 134th Street and Willis Avenue, extending 200 feet. From this point, there will be a steel viaduct 479 feet long, extending to the draw, and supported on eight sets of steel pillars on masonry and pile foundations. The roadway and sidewalks are to be respectively 40 and 13 feet in width, and will be paved with asphalt.

The estimated cost is \$1,666,000.

## TABULAR INFORMATION CONCERNING THE BRIDGES.

Name of Bridge.	Date Completed.	Total Length. Approaches Divided, Elevated Approaches,	Length of Draw.	Clear Channel.	Height of Draw.	Width of Draw.	Total Cost.	Engineer.
Second Avenue.....	1885	648 ft.	244 ft.	103.0 ft.	28.5 ft.	37 ft.	\$ 203,053	J. R. Croes and Theo. Cooper.
Third Avenue.....	Not Finished.		290 "	102.0 "	24.0 "	86 "	1,111,000 (est.)	T. C. Clark.
Fourth Avenue.....	1896	Elevated Approaches,	400 "	165.0 "	24.0 "	61 "	3,000,000 (est.)	Walter Katté. Van Winkle and A. P. Boller.
Madison Avenue....	1884	1163 ft.	300 "	132.0 "	28.0 "	38 "	492,295	A. P. Boller.
Seventh Avenue....	1895	4421 "	400 "	165.0 "	28.0 "	70 "	1,989,000 (est.)	A. P. Boller.
N. Y. & Putnam R.R.	1877	500 "	300 "	128.0 "	28.0 "	44 "	200,000 (est.)	A. P. Boller.
High Bridge.....	1849	1450 "	Fixed.	80.0 "	100.0 "	28 "	963,428	J. B. Jervis. C. C. Schneider. (Prize design.)
Washington .....	1889	2375 "	Fixed.	500.0 "	133.0 "	80 "	2,851,684	" " " " " " " " " " " "
Farmers .....	1759	" " " " " " " " " " " "	" " " " " " " " " " " "	" " " " " " " " " " " "	" " " " " " " " " " " "	" " " " " " " " " " " "	" " " " " " " " " " " "	" " " " " " " " " " " "
Kings Bridge.....	1693	" " " " " " " " " " " "	" " " " " " " " " " " "	" " " " " " " " " " " "	" " " " " " " " " " " "	" " " " " " " " " " " "	" " " " " " " " " " " "	" " " " " " " " " " " "
Broadway Bridge, (over ship canal.)	1894	551 "	265 ft.	85.0 "	26.5 "	66 "	450,000	Prof. Burr and A. P. Boller.
Spytten Duyvil Ry.	1846(?)	" " " " " " " " " " " "	80 (?)	26.2 "	1.4 "	40 "	" " " " " " " " " " " "	" " " " " " " " " " " "
Willis Av. (prop's d)	" " " " " " " " " " " "	2200 "	310 ft.	108.0 "	24.0 "	66 "	1,666,000 (est.)	T. C. Clark. Wm. B. Parsons.
Rapid Transit. " Broadway (over Spyt'n Duyv'l Cr.) 149th St. (proposed)	" " " " " " " " " " " "	" " " " " " " " " " " "	" " " " " " " " " " " "	" " " " " " " " " " " "	" " " " " " " " " " " "	" " " " " " " " " " " "	53,607	" " " " " " " " " " " "

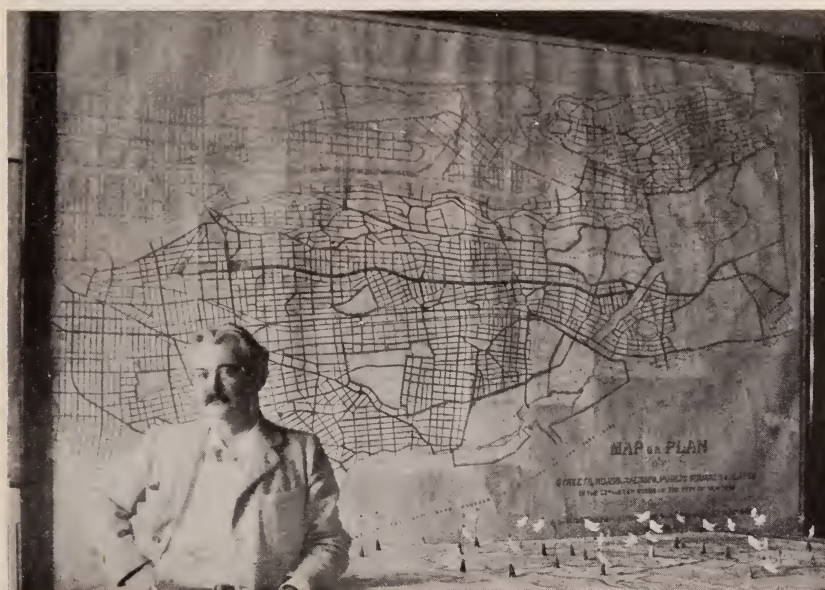
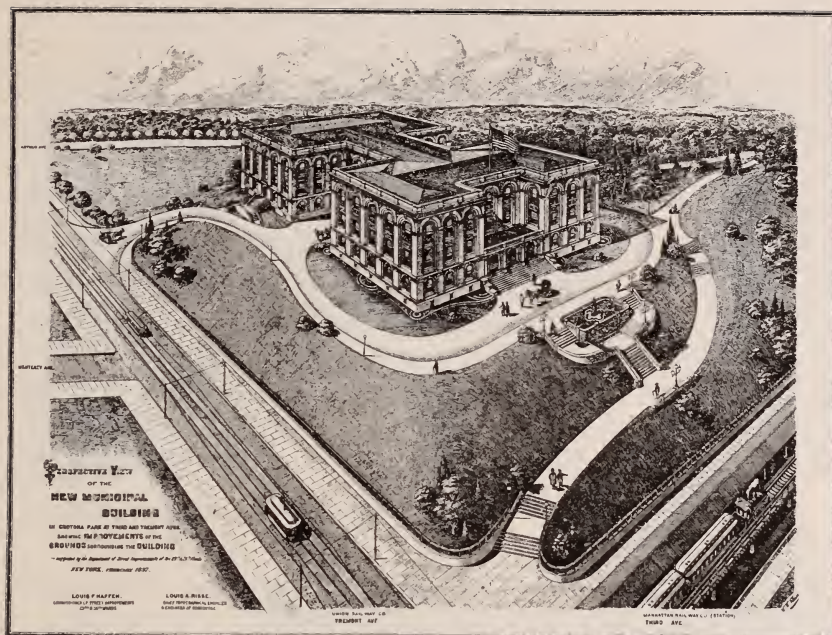
## PUBLIC WORKS.



*Louis A. Dineen*

Chapter 545 of the Laws of 1890, which transferred all the powers possessed by the Department of Public Parks in relation to the public works on the North Side, authorizes the work which is performed by the Department of Street Improvements. One of the most important works that could be done for the development of the North Side, the want of which has hitherto set a limit upon its development and population until now, has just been completed. I refer to the final lay-out and adoption of the maps of the new street system. For seventeen years prior to the establishment of the Department of Street Improvements no reliable and complete map of the North Side existed. One of the most serious defects of the system was the frequent, unnecessary, and ill-advised changes of maps involving changes of locations, lines, and





CHIEF TOP. ENG. LOUIS A. RISSE IN HIS OFFICE.

grades of streets and avenues; these changes prevented a scientific and uniform street system. The work has now been completed and a comprehensive and permanent map established. The maps not only show the new lay-out of the street system, but also the angles and dimensions of the blocks, the new grades and the contour lines of the topographical features.

The work performed in the Engineering Bureau of the Department of Street Improvements has been divided into three branches, as follows :

- 1st. Topographical work.
- 2d. Regulating, grading, curbing, flagging, paving, and laying crosswalks, etc.
- 3d. The constructing of sewers and appurtenances, etc.

#### TOPOGRAPHICAL WORK.

This work is of a multifarious nature and is done principally under the following heads :

##### SURVEYING AND LAYING-OUT OF THE NORTH SIDE.

The general scope of this work being the conversion of this great area from farm land into city property. More correctly it may be defined as the preparation of the exact working plans according to which a great city shall be constructed.

#### MONUMENTING.

This work consists in placing stone monuments or iron bolts at the angles of intersecting streets and avenues for the purpose of delineating the exact location of the same on the ground.

##### FINAL MAPS AND PROFILES OF THE NORTH SIDE.

The general plan of the street system for the whole North Side (exclusive of the district east of the Bronx River) was prepared, covering 12,317 acres. This plan shows the general



TEMPORARY CONDUIT FOR OLD AQUEDUCT.



From  
Race  
Track  
to  
Reser-  
voir



Providing  
OUR  
WATER  
SUPPLY

STEAM SHOVEL



AQUEDUCT  
FOUNDATION  
Jerome  
Park



Double Conduit to Reservoir





course and location of avenues and streets. The district was subdivided into 28 sections, and a title page, an index page, 28 map pages, and 58 profile pages, on a scale of 150 feet to one (1) inch, were prepared and submitted for the final approval and concurrence of the Board of Street Opening and Improvement. After this concurrence had been obtained, three (3) copies, for filing, of each of these 88 maps were made and filed previously to January, 1896, as provided for in Chapter 443 of the Laws of 1893, which act extended the time of completion of the street plan as originally ordered under Chapter 545 of the Laws of 1890.

The plan was adapted to the topography and its ultimate occupation of the different areas of the region laid out, whether for commercial purposes, for manufacturing or general business, or for residences. The street plan provides direct, hence shortest, thoroughfares between objective points. It provides that the grade of streets shall never be excessive (except in a few cases) and that the lightest ones occur on main thoroughfares. It provides that there be sufficient inclination to the streets to give speedy surface drainage. It provides streets through which the main lines of sewers can be constructed with the least amount of work; it was taken into consideration that in the present and future appearance of the streets there shall be no abrupt and broken grades, that there shall be ample opportunity of placing large and important buildings where their architectural effects shall be enhanced and not smothered; it provides broad thoroughfares to the new system of parks, and at the most eligible points; it provides for as little injury in the subdivision of private property as possible; it provides for business and manufacturing sections as well as for suburban districts for residences; it provides for the readiest access to railroad stations and the water front; it provides for safety at all railroad crossings. All these general considerations have been regarded in the final arrangement of the lay-out.



BASE LINE FOR TRIANGULATION SURVEY, TERRITORY EAST OF THE BRONX.

The general plan has been adopted and concurred in by the Board of Street Opening and Improvement after hearings given to the people interested and has been filed. This will settle for all time the general system of the North Side. Local changes may be made here and there, but no general alteration will ever be attempted.

Sections.	Area in Acres.	Miles of Streets Laid Out and Defined by Dimensions.	No. of Blocks in Sections.	Number of Monuments and Bolts partly Set and to be Set in Sections.
1	353.2	13.96	82	123
2	514.6	18.55	111	194
3	409.6	17.74	107	202
4	434.7	20.39	120	160
5	315.7	15.61	97	121
6	491.4	19.57	145	274
7	456.5	16.48	108	206
8	388.3	12.62	78	186
9	585.5	21.757	148	321
10	544.6	17.08	108	313
11	399.9	15.65	92	216
12	426.3	9.20	67	152
13	464.8	15.00	111	228
14	529.1	21.77	160	319
15	480.0	15.464	77	332
16	520.3	15.75	81	552
17	403.6	14.34	93	267
18	679.3	12.03	72	183
19	468.3	8.20	52	116
20	484.0	6.25	22	136
21	329.1	12.49	69	300
22	341.2	9.915	48	230
23	262.5	8.6	47	134
24	347.3	11.94	70	267
25	227.2	8.45	58	161
26	318.8	6.5	27	158
27	1,147.4	4.73	3	44
28	Given in Sections 12 and 18.	1.42	3	23
Total.	12,323.2	371.456	2256	5918

The above is a statement giving (1st) the number of





sections; (2nd) area in acres in each section; (3d) miles of streets laid out and defined by dimensions; (4th) number of blocks in each section, and (5th) number of monuments and bolts partly set and to be set in each section.

THE PREPARATION OF THE TAX MAPS OF THE NORTH SIDE.  
(CHAP. 411 OF THE LAWS OF 1876.)

This work consists in making location surveys from monuments of new avenues and streets, of all property and existing street lines, making searches in the Register's office, making calculations to establish the relation between the property lines and filed streets, calculating the net and gross areas of each plot, and drafting maps, etc.

In the preparation of the tax maps the following information is given :

- 1st. The exact area in city lots and fractions of all property.
- 2d. The exact shape of each lot in addition to its dimensions.
- 3d. The shape and dimensions of all streets.
- 4th. The legal status of streets.
- 5th. The old, as well as new, names of streets.
- 6th. The titles of all filed maps of property as originally subdivided, and when filed.

STREET OPENINGS.

This work consists of furnishing all maps required by the Commissioners of Estimate and Assessment, and in the matter of opening avenues and streets, such surveys and maps as may be required by them (Chapter 579 of the laws of 1880), and consists in preparing :

1st. Rule maps and technical descriptions of land to be taken in proceedings to acquire title for the use of the public to land required for avenues, streets, and roads.

2d. Making surveys to locate the land, buildings, fences, etc., included within the lines of streets to be opened.

3d. Making draft damage maps for Commissioners of

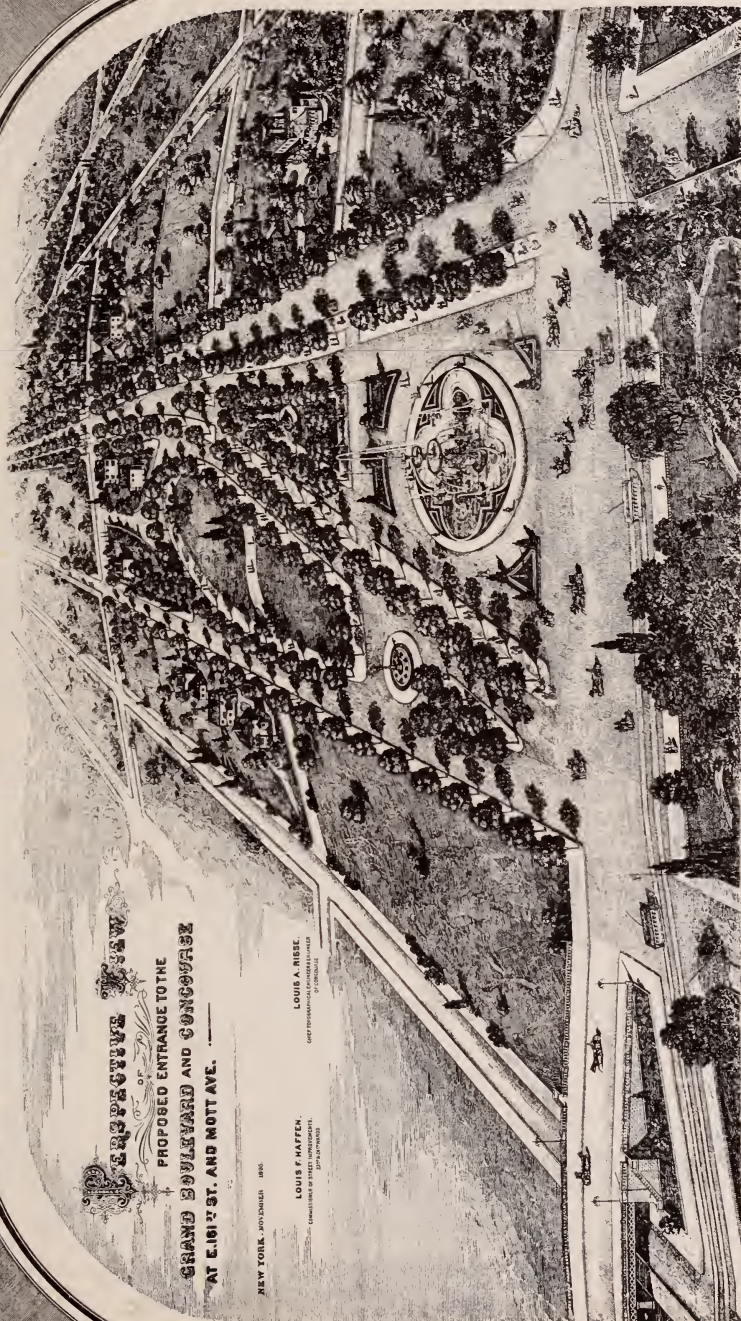


**PERSPECTIVE VIEW**  
OF  
**PROPOSED ENTRANCE TO THE**  
**GRAND BOULEVARD AND CONCOURSE**  
**AT E. 181<sup>ST</sup> ST. AND MOTT AVE.**

NEW YORK, NOVEMBER 1885.

LOUIS F. HAFKEN,  
LANDSCAPE ARCHT.  
107 N. 3<sup>RD</sup> ST.

LOUIS A. RESE,  
CITY ENGINEER  
OF CHICAGO





Estimate and Assessment showing every parcel of land to be taken, with the owner's name, the metes and bounds, and the number of square feet contained therein; all buildings and their dimensions, with improvements and materials of which they are constructed.

4th. Making draft benefit maps and area calculations showing all the lots or plots to be assessed, the block numbers and ward numbers, and the Commissioners' map numbers, the names of the owner of each lot, and the number of square feet contained therein.

5th. Making duplicate copies of both the damage and benefit maps, to be bound in book form with the report of the Commissioners to the Supreme Court.

6th. Making profiles and other supplementary maps for the information of the Commissioners.

The following is a summary of the topographical work done by the Department of Street Improvements from January 1st, 1891, to September 30th, 1897:

#### SURVEYING, LAYING-OUT, MONUMENTING, &c.

255 maps or plans were submitted for adoption by this Department.

180 maps or plans, in triplicate, were submitted for filing.

Instructions were prepared for setting 2358 monument points.

Instructions were prepared for testing 1088 monuments.

Instructions were prepared for referencing 1065 monuments.

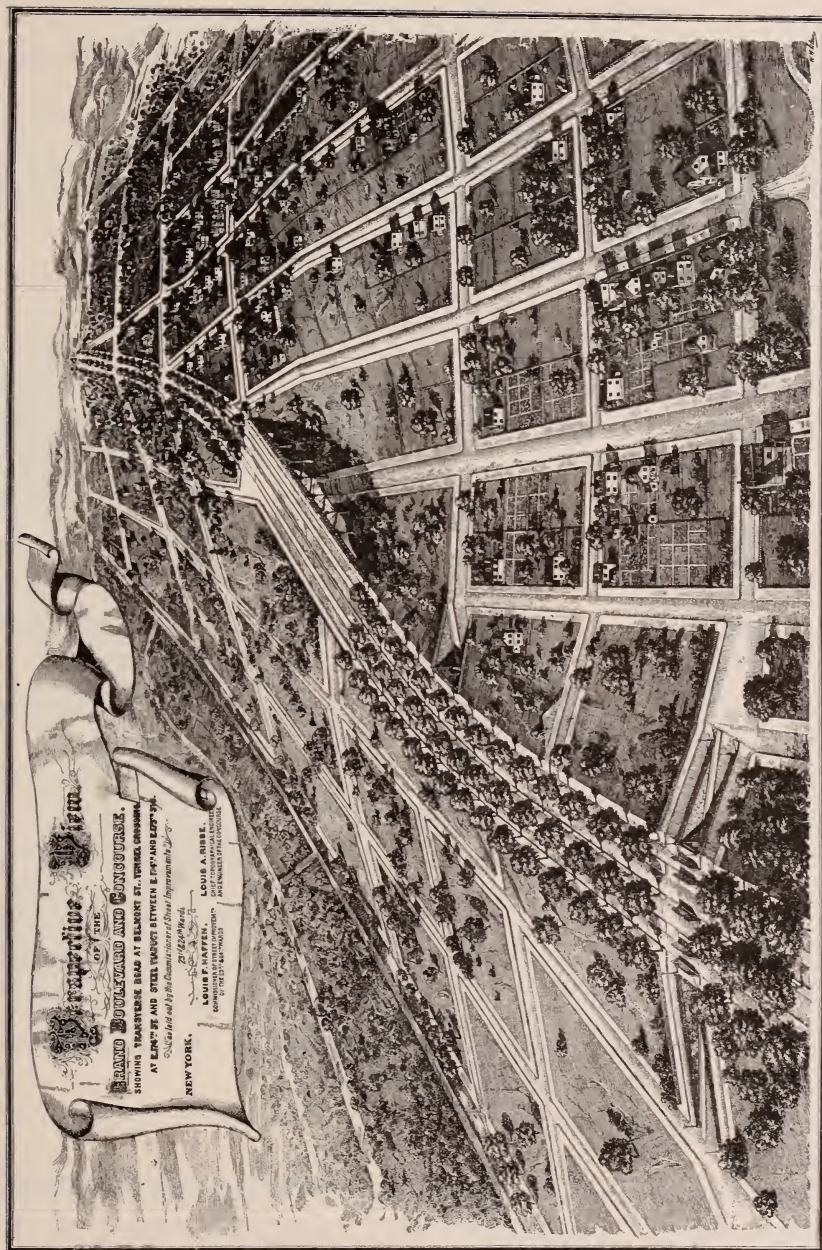
The field parties, took accurate measurements of 632 miles, for running traverses, setting monument points, referencing and testing monuments, &c.

The field parties set stakes for 2551 monuments.

The field parties referenced 1201 monuments.

The field parties tested 1344 monuments.

The field parties set 1654 monument stones and bolts.





## TAX MAPS.

Volume IX., of the tax maps of the 24th Ward, covering an area of 918.09 acres, consisting of 28 maps, was completed March, 1891. (This volume was partially completed before the creation of the Department of Street Improvements.)

Volume X., covering an area of 1774.29 acres, consisting of 28 maps, was completed June, 1892.

Volume XI., covering an area of 787 acres, consisting of 35 maps, was completed December, 1893.

Volume XII., covering an area of 846.2 acres, consisting of 34 maps, was completed December, 1894.

## STREET OPENINGS.

Rule maps, in triplicate, and technical descriptions were prepared for acquiring title to 389 avenues and streets.

Draft damage maps, in duplicate, were prepared for acquiring title to 260 avenues and streets.

Draft benefit maps, in duplicate, were prepared for acquiring title to 178 avenues and streets.

Final copies of draft damage and benefit maps were prepared for acquiring title to 172 avenues and streets, consisting of 5596 maps.

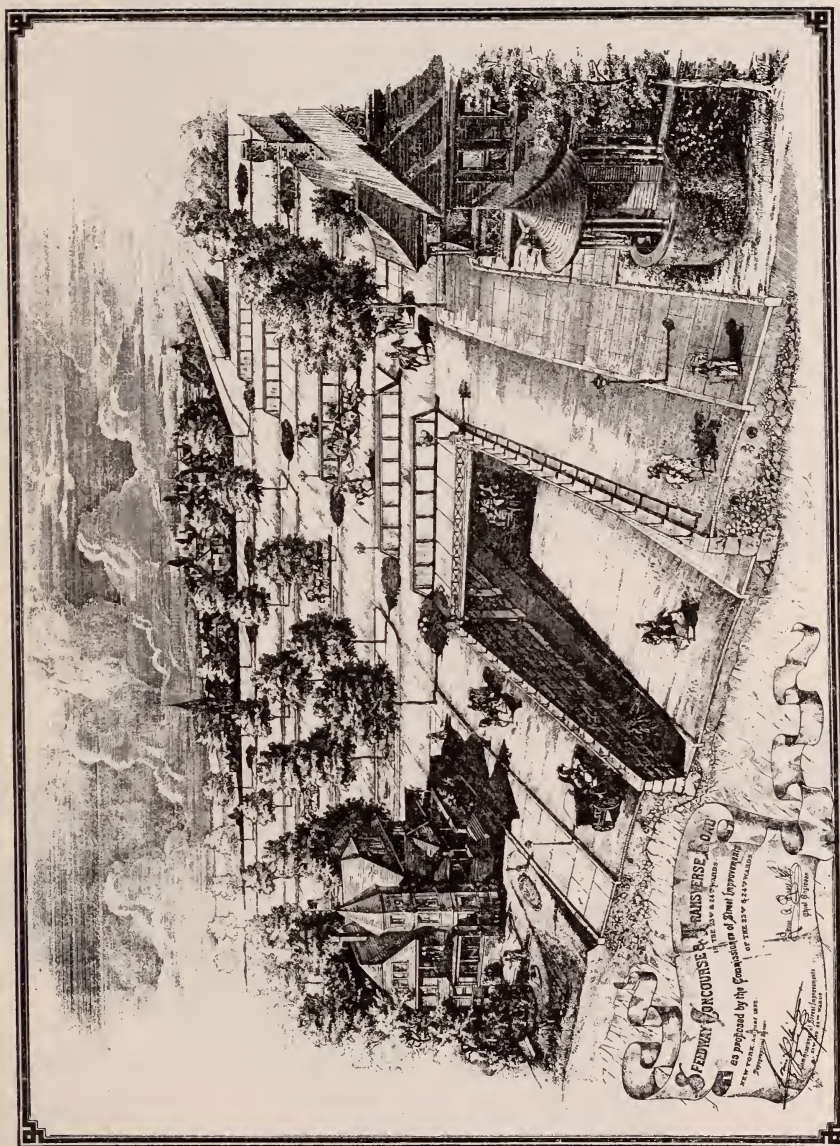
The field parties made damage map surveys, locating houses, fences, etc., within the lines of 304 avenues and streets; such surveys form the basis for calculations required for the preparation of the damage maps.

150 miles of avenues and streets were legally opened from January 1, 1891, to September 30, 1897.

319 proceedings for acquiring title to avenues and streets were pending September 30, 1897, aggregating a total of 147 miles.

The surveys, calculations, and maps for the above 319 proceedings were in various stages of completion.





## SEWERAGE AND DRAINAGE.

Plans of drainage for sewerage districts in various sections were prepared, defining the location, course and grades of each sewer and drain, and the alteration and improvement in existing sewers. All those sections where the population is the most dense were completed.

The following plans for sewerage for drainage districts were prepared, submitted to a public hearing, adopted and filed :

- 11 plans relating to the Ice Pond District.
- 5 plans relating to the Third Avenue District.
- 29 plans relating to the Mill Brook District.
- 9 plans relating to the Bungay Creek District.
- 15 plans relating to the Leggett's Creek District.
- 18 plans relating to the Cromwell's Creek District.
- 9 plans relating to the Harlem River District.
- 11 plans relating to the Tibbett's Brook District.
- 4 plans relating to the Bronx River District, making a total of 111 plans.

## LEVELS.

Levels were taken on about 120 miles of avenues and streets.

## MAPS AND CATALOGUES.

Maps and catalogues for the auction sale of encroachments within the lines of 185 avenues and streets, to which title was acquired by the City, were prepared.

## MILES OF STREETS LEGALLY OPENED ON THE NORTH SIDE.

Previous to annexation . . . . .	31.460 miles
From January 1, 1874, to January 1, 1891 . . . . .	49.608 "
From January 1, 1891, to September 30, 1897 . . . . .	150.000 "
Miles of streets, &c., adopted and concurred in from January 1, 1891, to September 30, 1897 . . . . .	371.456 "





A.O. Salter Villa  
Creston Ave. and  
Primrose St.

← DR. J. P. DUNN





REGULATING, GRADING, CURBING, FLAGGING, PAVING, AND  
LAYING CROSSWALKS, &c.

In the North Side the demand for public improvements has been steadily growing.

From 1874, the year of annexation, to January 1, 1891 (17 years), there were 231 ordinances adopted for public improvements, an average of 13.59 per year. From January 1, 1891, to September 30, 1897, there were 471 ordinances adopted for public improvements, an average of nearly 68 per year.

From January 1, 1874, to January 1, 1891, 10.91 miles of streets were paved, an average of 0.64 miles per year.

From January 1, 1891, to September 30, 1897, 42.12 miles of streets were paved, an average of 6.00 miles per year, and 3.20 miles were paved with asphalt, not including asphalt strips.

In addition, Third Avenue from 138th Street to 170th Street was re-paved, equalling 11,834 linear feet, or 65,651.2 square yards.

SUMMARY OF WORK DONE FROM JANUARY 1, 1891, TO SEP-  
TEMBER 30, 1897.

- 788,812.0 cubic yards of earth excavation.
- 558,428.8 cubic yards of rock excavation.
- 2,641,125.5 cubic yards of filling.
- 585,260.2 linear feet of new curb set.
- 21,465.9 linear feet of old curb set.
- 204,600.43 square feet of new flagging laid.
- 42,672.3 square feet of old flagging.
- 332,088.8 square feet of bridgestone for crosswalks.
- 684,174.6 square yards of granite-block pavement.
- 24,312 square yards of trap-block pavement relaid.
- 20,627 square yards of brick pavement.
- 109,411.5 square yards of trap-block pavement.
- 92,232.4 square yards of asphalt pavement laid (replaced trap-block).

187,294.2 cubic yards of dry rubble masonry.  
 24,618.0 linear feet of pipe drain.  
 23,104.0 pounds of vitrified stoneware.  
 457,670.0 feet (B. M.) lumber for foundation.  
 16,940 feet of piles.  
 8334.8 cubic yards of concrete.  
 42,278.8 linear feet of fence built.  
 16 receiving basins.  
 528 surveys made.  
 430 plans made.  
 325 assessment lists and plans made, in duplicate.

COMPARATIVE STATEMENT OF WORK DONE IN THE NORTH SIDE,  
 UNDER THE DEPARTMENT OF PUBLIC PARKS AND UNDER  
 THE COMMISSIONER OF STREET IMPROVEMENTS.

	Prior to Jan. 1, 1891, 17 years and over.		From Jan. 1, 1891, to Sept. 30, 1897.	
	Lin. ft.	Miles.	Lin. ft.	Miles.
Streets and avenues regulated and graded.....	126,770	24.00	407,942	77.22
Curb stones set (includes old and new).....	209,769	39.72	606,725	114.94
Flagging laid (includes old and new).....	195,688	37.06	1,278,256	498.89
Crosswalks laid.....	29,120	5.51	208,218	15.73
Pavement laid.....	57,605	10.91	476,352	39.14
Repaving Third Avenue.....			11,834	2.24

The total number of roads in present use in the North Side is 214 miles, of which

45 miles are paved roads,  
 55 miles are macadamized roads,  
 114 miles are earth roads.

The following table shows the number of gas mains in the North Side and the number of public lamps now lighted up to January 1, 1895 :



*Bedford Park*

*Residence of Wm. H. Birchall.*

*Residences of  
Messrs J. and M. Haffen  
Courtlandt Ave*



*Residence of  
LOUIS A. RISSE  
MOTT AVE. 1507 ST*



*Lickman*



	Mains.	Lamps.
Central Gas Light Company.....	62.52 miles.	1253
Northern Gas Light Company.....	35.00 "	2178
Yonkers Gas Light Company.....	19.13 "	655
N. Y. & N. J. Globe Gas Light Company, Naphtha (Woodlawn Heights).....	.....	158
North River Electric Light & Power Com- pany.....	.....	801

134 miles of water mains are laid in the North Side with 1603 hydrants.

#### SEWERS AND APPURTENANCES.

The question of sewerage and drainage has received first consideration. The entire area of the water-sheds has been surveyed, and the plan and grades of the street system embraced in it were determined before the plans for the sewerage and drainage were finally settled, and the capacity proper for the main sewers and their branches are accurately established.

The work done as to sewerage and drainage plans in the different water-sheds in succession, is as follows :

##### 1. THE HUDSON RIVER WATER-SHED.

This consists of some 569 acres, covering an area less than a half a mile in average width and about  $2\frac{1}{2}$  miles in length. About an average width of 1000 feet next to the Hudson River is occupied by the river bank proper.

##### 2. SPUYTEN DUYVIL CREEK WATER-SHED.

This little district comprising 122 acres is situated at the very extremity of the Spuyten Duyvil Promontory where the drainage flows directly into the creek.

##### 3. TIBBETT'S BROOK WATER-SHED.

This large district contains about 2292 acres, of which some 1300 acres of the water-shed lie in Yonkers.

"The Tremont" Apartment House  
TREMONT &  
BATHGATE  
AVES

*Lickman*



Flats  
FULTON Ave  
& 169th  
St

Flats  
WASHINGTON  
Ave near  
163rd St



Photo by W.C. Dickerson

"Donellan" Flats 3rd & Brook Aves.



Photo by W.C. Dickerson

## 4. THE HARLEM RIVER WATER-SHED

This consists of that portion of the eastern bank of the Harlem River extending south from Kingsbridge Road to Jerome Avenue, a comparatively narrow strip about 4 miles in length with an average width of 1600 feet, and containing 992 acres.

## 5. CROMWELL'S CREEK WATER-SHED.

This district, which lies along Jerome Avenue on either side, contains nearly 1000 acres, extending from near Jerome Park to the Harlem River.

## 6. ICE POND BROOK WATER-SHED.

This small district of some 530 acres extends from Claremont Park to the Harlem River.

## 7. MILL BROOK WATER-SHED.

This comprises some 2524 acres, making it second in size only to that of the Bronx River. It is the most important one, as within its limits is found the greatest portion of the population of the North Side. It includes most of the built-up portions of the districts formerly known as Melrose, Morrisania, Tremont, and Fordham. It is about 6 miles in length. South of Fordham Station its average width is some 3000 feet, while to the north it widens out considerably.

## 8. BUNGAY CREEK WATER-SHED.

This comprises about 408 acres, and includes within its limits most of the property subdivisions known as Eltona, Woodstock, and East Morrisania.

## 9. PORT MORRIS WATER-SHED.

This consists of 260 acres, situated south of the Port Morris Branch of the Harlem Railroad and east of Cypress Avenue. Its drainage flows directly easterly and southerly from the high ground to the Long Island Sound.





# Bronx Park

← Glacial Grooves



The Bend →



"THE VISITOR TO BRONX PARK FINDS IT HARD TO CONVINCE HIMSELF THAT HE IS ACTUALLY WITHIN THE LIMITS OF THE LARGEST CITY IN AMERICA"

LORILLARD SNUFF MILL →  
*"At their mills just below  
 started the making  
 their great fortune"*



EMLOCK GROVE

*"under a forest of evergreens  
 that one would hardly expect  
 to find this side of  
 Norway."*



from Photographs by  
 G. E. STONE BRIDGE

## 10. LEGGETT'S CREEK WATER-SHED.

It contains about 865 acres, and extends from East Tremont to Long Island Sound, lying just east of the old (eastern) town line of Morrisania. It is about 2.6 miles in length by one-half a mile in average width.

## 11. THE BRONX RIVER WATER-SHED.

This water shed, the largest on the North Side, contains some 2700 acres. It contains West Farms, Fairmount, Belmont, and Williamsbridge, and Woodlawn Cemetery. It lies altogether along the western bank of the Bronx River from Long Island Sound nearly to Mount Vernon, a distance of about seven miles; its width varies from about a mile to less than 700 feet.

The sewerage plans for all avenues and streets, 371.5 miles in all, are completed.

Six of these water-sheds have already been provided with trunk sewers and two are under construction.

SUMMARY OF WORK DONE FROM JANUARY 1, 1891, TO  
SEPTEMBER 30, 1897.

104817.8	lin. ft. of brick sewer.
256147.2	lin. ft. of pipe sewer.
225.	lin. ft. of 6 in. iron drain pipe.
63072	spurs for house connections.
3689	manholes built.
752	receiving basins built.
390464.5	cub. yds. of rock excavation.
479.3	cub. yds. of concrete (extra).
10918.5	cub. yds. of broken stone (extra).
2418.5	cub. yds. of rubble masonry in mortar (extra).
371731.	lin. ft. of piles, driven, cut off, etc.
2950735.	feet (B. M.) of lumber for foundation.
3197862.	feet (B. M.) of lumber for sheeting.
316	preliminary surveys and rock soundings made.



# CONCERT IN BRONX PARK.

“On Saturday afternoons when the band plays the people congregate in large numbers, and the scene is animated and attractive.”

From Photographs by BROADBENT, Bedford Park.



- 395 plans for sewers, etc., completed and preliminary estimates made.  
 261 duplicate tracings, etc., made.  
 230 assessment lists and plans completed.

Comparative statement of work done in the North Side under the Department of Public Parks and under the Commissioner of Street Improvements.

#### BEFORE 1874.

Brick sewers constructed.....	0.347 miles.
Pipe sewers constructed.....	2.893 "
Number of manholes built.....	105
Number of receiving basins built.....	130

#### FROM JANUARY 1, 1874, TO JANUARY 1, 1891 (17 YEARS).

Sewers built.....	176,299 lin. ft. or 33.39 m.
Manholes constructed.....	1,603
Receiving basins constructed.....	567

#### FROM JANUARY 1, 1891, TO SEPTEMBER 30, 1897.

Brick sewers constructed.....	104,817.8 lin. ft. or 19.85 m.
Pipe sewers constructed.....	256,147.3 " " " 48.51 "
Manholes constructed. ....	3,689
Receiving basins constructed....	752

Total length of sewers constructed in 23d and 24th Wards (exclusive of district east of Bronx River) prior to and since annexation to September 30, 1897, equals 554,421.82 lin. feet or 105.004 miles.

Total length of sewers constructed in district east of Bronx River equals 4,869 miles.

#### THE GRAND BOULEVARD AND CONCOURSE.

One of the most important of the contemplated public improvements in the 23d and 24th Wards is the Grand Boulevard and Concourse, laid out on the Central Section of



the Final Maps, etc., of the two wards. There is needed in the North Side a spacious and attractive drive connecting Central Park with the upper park system; Van Courtlandt Park, Mosholu Parkway, Bronx Park, Bronx and Pelham Parkways, and Pelham Park, which are now from the point of view of driving for pleasure, almost inaccessible. The plan and design of the Concourse will be free for all time from the encroachments and demands of traffic and business, and while it will be a lasting source of enjoyment and health for present and future generations, this Grand Boulevard and Concourse will exist in the city's heart and will in no way impede the progress of the city's growth in trade, traffic, and commerce, but on the contrary strengthen and accelerate it. It will open for development a wide section of real estate, from which betterments and large increase of taxable valuation will be secured. It will be  $4\frac{1}{2}$  miles long. It will include not only a wide speedway, but a double boulevard for common pleasure driving, broad walks, promenades, cycle paths, all to be adorned with lawn parking and shade trees, and will be intersected by nine transverse roads, passing underneath the same, for the accommodation of railways and heavy traffic. It will be an improvement worthy of the great metropolis of the country. The new Concourse will give a continuous sight of New York's beauties. It will be a drive of extraordinary delightfulness and practical convenience, and will offer the peculiar attractiveness arising from the sense that one may drive for miles without encountering an interruption in the road or a change in its character.

#### CONCLUSION.

The growth and prosperity of the North Side depends upon two general causes: 1st, the pushing of public works in its relation to the general commerce of the city, and 2d, its attractions as a place of residence. The North Side can combine them both; its natural advantages for gathering popula-



tion by attractions for residences are as matchless as its commercial advantages.

The building of the water front, the opening of the Harlem Ship Canal, the development of the magnificent park system, the creation of the Botanical Garden, the construction of the Grand Boulevard and Concourse, with its approach and entrance, new bridges over the Harlem River, the construction of the new reservoir at Jerome Park, and additional rapid transit facilities, and other contemplated improvements in the North Side will be of immense advantage to the population and its benefits distributed through the whole territory.

It is the province of the Department of Street Improvements, and it has been the result of its operations, to embrace and develop by its public works the attractions of the North Side as a place of residence. What has been done in the past is but little compared to what is expected to be done in the immediate future, for the work of improvement must go on though the Department ceases to exist.

## PARKS AND PARKWAYS.



*W. W. Riles Jr.*

The North Side has many advantages and attractions to recommend it to the casual visitor, and also, and more particularly, to the home seeker or investor; and among them all, perhaps the most potent is the magnificent system of new parks and parkways which has recently been opened to the public; parks which, with every year, are becoming more accessible to, and more appreciated by, not only the residents of the district, but inhabitants of all the city and by visitors from without the State.

Until the year 1883 New York was lamentably deficient in park area, not less than five cities in the United States exceeding her in that respect and many other unimportant cities in various parts of the country almost equalling her in park area. Up to that date the citizens seemed to be in-

different to the fact that the city was rapidly increasing in population and real estate was rapidly appreciating in value, whereas no provision was being made for the future in the matter of adding to the park lands, which were already totally inadequate to the needs of the city.

In that year, however, a few public-spirited citizens awoke to the appalling condition of affairs, called the matter to the attention of the Legislature, and an act was passed April 19th, 1883, for the appointment of Commissioners to select and locate lands for public parks. The Hon. Franklin Edson was at that time Mayor of the City and he appointed as that Commission, Luther R. Marsh, Louis Fitzgerald, Waldo Hutchins, C. L. Tiffany, Geo. W. McLean, Thomas J. Crombie, and William W. Niles. These Commissioners served without pay and generously gave their time, energy and experience for the benefit of the people. The Secretary of the Committee was John Mullaly, to whose untiring efforts much of the credit was due for the successful accomplishment of the work of the Commission.

The limits of this article will not permit an extended description of the efforts which followed. Nor will it be possible to tell at length of the devotion to their work of such men as the President of the Commission, Luther R. Marsh, and of the resident members, Waldo Hutchins and William W. Niles; of the indifference and even active opposition of those in high places and the apathy of the general public; of the large amount of territory carefully inspected and the various interests which had to be considered in reaching a determination.

Suffice it to say that the work was finally accomplished, and that, too, within the astonishingly short period of less than one year. A report was made to the next Legislature. The report was approved by the Legislature. The lands were duly condemned and finally paid for and the city entered into the possession of three thousand acres of land as finely adapted



# Bronx the BEAUTIFUL

for picturesque  
sylvan loveliness  
and romantic beauty  
unequaled by any  
park in America.



Upper bridge

In the  
Gorge



FROM PHOTOS BY  
G. E. STONEBRIDGE.



"Bronx and  
Pelham  
Parks contain  
beautiful  
drives"



PELHAM AVE.

"the beautiful  
scenery of that  
most beautiful  
of parks"



to park purposes as any on the Continent. The new parks with their acreage are as follows:

Van Cortlandt Park . . . . .	1131.35	acres
Bronx Park . . . . .	661.60	"
Pelham Bay Park . . . . .	1756.	"
Crotona Park . . . . .	141.65	"
St. Mary's Park . . . . .	28.70	"
Claremont Park . . . . .	38.05	"

The size of these parks can perhaps be better appreciated when it is borne in mind that Central Park, the largest on Manhattan Island, contains 840 acres. The parkways connecting these parks contain in round numbers 200 acres more. Cedar Park, which was acquired before the "New Parks," contains 17.47 acres; several smaller parks or public places have also recently been acquired at Cromwell's Creek, Tremont, Fordham, and University Heights.

Of the value to the City at large and especially to the North Side of these new parks, little need be said. Any one who has visited Van Cortlandt Park on a clear, bright, winter day and seen the thousands of happy skaters flitting hither and thither on Van Cortlandt Lake, or attended one of the annual reviews and witnessed with many others the evolutions of our citizen soldiery; or who has wandered amid the shady dells of Bronx Park on a quiet Sunday afternoon and seen the troops of children, the young men and maidens, and even the old folks enjoying the fresh air and the beautiful scenery of that most beautiful of parks, has had an argument presented to him so convincing that nothing further is needed.

In the summer time concerts are now given in Bronx, Crotona, St. Mary's, Cedar, Claremont, and Van Cortlandt parks and these are rapidly becoming an essential feature of life on the North Side. On the Saturday afternoons when the band plays in any of the above-named parks the people congregate in large numbers and the scene is as animated and attractive as any furnished by Hyde Park or the Bois de Boulogne. Every

Rocking

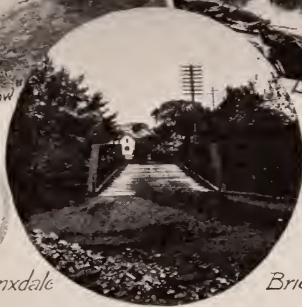
Stone



"In this  
park is



a great stone  
mansion"



**BRONX**

FROM PHOTOS BY

Bronxdale

Bridge

**PARK**

G.E. STONE BRIDGE



one is in holiday attire and all classes and conditions are represented, from the laborer, enjoying his half-holiday with his wife and children, to the millionaire in his stately victoria.

The scenery in the various parks is highly diversified. In Pelham Bay Park there are wide stretches of green meadow, with occasional bits of woodlawn, where in places the trees are so large one might almost fancy one's self in the primeval forest ; and there right at hand is the Sound with its beautiful blue waters, and the distant view of Long Island, and inlets and bays with unparalleled opportunities for boating, bathing and fishing in broad or protected waters without end, and some quaint old houses that take one back to Revolutionary times along its shores.

The visitor to Bronx Park finds it hard to convince himself that he is actually within the limits of the largest City in America and only half a mile from a railway station. Following the winding foot-paths he passes great masses of granite that recall New Hampshire, and in one place under a forest of evergreens that one would hardly expect to find this side of Norway. Through a rock-cut chasm runs the Bronx River, a pretty stream forming quite a lake above the dam, and then rocky rapids below, where the water is so shallow that the children can go in wading in the pools. In this park is a great stone mansion, the former residence of the Lorillards, who, at their mills just below, started the making of their great fortune. The house recalls one of the old castles of the Continent, so solidly is it built, and lends not a little romance to the charms of the park. Many very interesting natural curiosities are found in Bronx Park. Among them are the "Bear's Den," a natural cave in the rock ; the "Indian Burying Ground," a curious collection of upright stones recalling the headstones of a cemetery ; and most wonderful of all, the great "Rocking Stone" in South Bronx Park. This is a great boulder weighing several tons, and so nicely balanced that a very slight exertion will rock it upon its base.

In  
BRONX  
PARK



*"Through a rock-cut chasm runs the Bronx"*



*The Precipice*



*"forming quite a lake below the dam"*



*"A pretty stream."*



*The Bear.....Den*



*GREAT MASSES OF GRANITE THAT  
RECALL NEW HAMPSHIRE"*



*The  
CASCADE*

*Photos by  
G. E. STONEBRIDGE*

A large part of Van Cortlandt Park is a great parade ground where the whole First Brigade can be reviewed at once and leave room beside for a small army to manœuvre in. Adjoining the parade ground is a pretty lake where thousands of skaters congregate in winter and where boats can be had in summer.

Beyond the lake the park rises rapidly, until from the highest point a magnificent panorama can be had including the Palisades, the hills of Westchester County and the growing city to the south. The old Van Cortlandt mansion in this park dates from 1748, and was occupied for a time during the Revolutionary war by General Washington when he was watching the British troops under the command of General Howe in New York, and again for a few days at that glorious period when, the trials, hardships, and defeats of the Revolutionary struggle being ended, he rested there prior to entering the city on the evacuation of the British army.

The house is still in good condition and was occupied by the Van Cortlandt family until the property was acquired by the city, and is now used as a museum of Revolutionary relics by the Colonial Dames. It alone is worth a visit to the park, not only for its history and the part it played in the events which preceded the foundation of our Republic, but for its shapely architecture and quaint furnishings. Much could be said about the smaller parks did space permit. Suffice it to say that Crotona Park contains in Bathgate woods one of the finest pieces of woodland in New York, short of the Adirondack Mountains; that St. Mary's Park with its miniature lake fed by natural springs, its hills, vales, and woods, and beautiful view of the Sound and East River is one of the most charming spots near the city; that Claremont Park with its wide stretches of meadow-land recalls the beautiful farming country of the Berkshire Hills.

But it is more the practical side of the question which it is desirable to treat of here.





The father of a family looking for a house or the investor seeking a profitable investment may perhaps say what is all this worth practically ; and here are some of the answers.

The two smaller parks are situated in localities which are already quite thickly populated and their value in such a section will undoubtedly be conceded. But the large parks are equally valuable to the resident.

Bronx Park is soon to be the site of one of the finest Botanical Gardens in the world. Some of the wealthiest men in the City are interested in the project and the money is already subscribed to enable them to commence operations. While it is building the operations will give employment to hundreds of men and many skilled mechanics and when it is completed the Garden will furnish one of the most attractive sources of amusement and instruction in the city. The Botanical Garden will soon be supplemented by a Zoölogical Garden which will undoubtedly be the finest in the United States and which will be free to the public on four days of the week.

These two features alone will add very greatly to the demand for, and to the desirability of, residences in their immediate vicinity.

Crotona Park is the site of a splendid building which will be the Borough Hall of the North Side.

Van Cortlandt Park is already used for military reviews, which bring thousands of visitors from all over the City, who thus become acquainted with the locality and with its desirability for residential purposes. Between and connecting the parks are wide parkways which largely extend the amount of park border. These are to be improved by driveways along their outer edge sixty feet in width, which will permit of an extended residence section facing a parkway and having access thereto, and this without an assessment for street purposes, for the improvement of the parks is a charge upon the general tax levy.

Already improvements have been made in the park area,



STONE BRIDGE

Zborowski Mansion



A. Ferguson  
Phot

CLAREMONT  
PARK  
The  
Tennis  
Players'  
Favorite



STONE BRIDGE



and more are in progress. Bronx and Pelham parks contain beautiful drives, and a macadamized road connects Bronx and Van Cortlandt parks; and within a few years there will be some ten miles of drives in the three larger parks and parkways.

In conclusion, a word should be said as to how to reach these various pleasure grounds from the lower part of the city.

Van Cortlandt Park can be reached by the New York & Putnam R. R., which runs half-hourly trains from the 155th Street station of the 8th Ave. Elevated Road.

Bronx Park has within its borders a station of the Harlem R. R. called Bedford Park, which can be reached by frequent trains from the Grand Central Station, and it can also be reached by trolley from 129th Street and 3d Avenue or 135th Street and 8th Avenue. Pelham Park is accessible either by land or water, as it is only a short distance from Starin's Glen Island, to which boats run during the summer months. It is more conveniently reached, however, by the Portchester branch of the N. Y. & N. H. R. R., whose trains connect with the elevated trains on the 3d and 2d Avenue lines at 129th Street.

Crotona Park can be reached by the Harlem R. R. to Tremont, or directly by the 3d Avenue trolley line, which starts from 3d Avenue and 129th Street and skirts the park for a considerable distance; or by the Suburban Elevated for one fare, connecting directly with the elevated roads.

Claremont Park can also be reached by the Harlem R. R., the park giving its name to the station.

St. Mary's Park is only a short distance from the Suburban Elevated and the 3d Avenue trolley roads.

It is to be hoped that all who read this article, whether investors, home-seekers, or pleasure-seekers, will, on the first fine day, take one of the various means of transit mentioned to one or more of these beautiful parks; and they may rest

1st. Signal Corps, N.G., NY  
 at  
 VAN CORTLANDT  
 PARK



Capt. Homer W. Hedge



assured that they will be amply repaid for their trouble, and surprised and delighted at the discovery of the wonderful domain which is the property of the City, and we trust grateful to the men whose wisdom and foresight resulted in this acquisition of park territory.

*Officer of the Nat'l Guard,  
Van Cortlandt Park*



. From Pen Drawing by ALBERT E. DAVIS.



# CAREMONT PARK

Glacial Wall



Hillside Pathway

PHOTOGRAPHS BY



GESTONEBRIDGE





Van Cortlandt Lake  
Winter



## GENERAL ADVANTAGES.



Ernest Hall

To write an article upon the subject of the general advantages of the North Side, for insertion in a work which may be supposed to contain separate articles upon almost every subject of interest, written by men specially qualified upon the particular matters treated by them, may be said to somewhat resemble what we were taught at school to call re-capitulation; but as the advantages of our great trans-Harlem section are so many and so manifest it may be that some of them have been passed over in the division of subjects. I shall, therefore, endeavor to touch but lightly upon matters which I know have been separately assigned; and to call attention to some which are to my mind of equal importance, although not so apparent as the subjects before alluded to.



An important feature to be considered, is our police protection, and although some of our people have not always been satisfied with the number and location of the police station houses, or the number of officers assigned to our district, it is quite safe to say that few suburban cities are as well protected. We have the 31st Precinct, located at Sedgwick Avenue and Depot Place, High Bridge; 33d Precinct, 160th Street and Third Avenue; 34th Precinct, 1925 Bathgate Avenue, Tremont; 35th Precinct, at Kingsbridge; 37th Precinct, at 138th St. and Alexander Ave.; 38th Precinct, at Westchester Village, and sub-precincts at Wakefield and City Island. The City Magistrates' Court for the District is located at 158th Street and 3d Ave., and is presided over by the city magistrates in turn. All arrests by the police in the District are primarily disposed of in that court. The total number of officers and patrolmen assigned to the precincts named is as follows: 4 captains, 29 sergeants, 24 roundsmen, 505 patrolmen, and 13 doormen; making a grand total of 575 men of all ranks.

In addition to this force there are a number of park policemen, located in, or assigned to, the different parks of the North Side, who are now under the direct supervision and control of the Department of Public Parks, but soon to be merged into the regular force, and whose sole duty is to protect the parks, and keep proper order within their bounds.

It will thus be seen that we are not without an efficient police force to protect the people and enforce the law, and I know of no interior city of the State, of equal population, which has so large a police force at its command, and certainly no such city has a better-drilled or more efficient force for the speedy suppression of lawlessness and disorder.

The Fire Department of the North Side has fairly kept pace with that below the Harlem, and has done its full share to earn for the Department in the City of New York the proud but well-deserved title of the best drilled and organized fire force in the world.

FIRE ENGINE Co. No 60  
137<sup>TH</sup> ST. NEAR ALEX. AV.



Years ago, before we had the benefit of this splendid equipment, fires were of almost daily occurrence, and as our buildings were for the most part of wood the destruction was great, and a fire, particularly at night, was considered almost tantamount to a total destruction, and insurance rates were correspondingly high.

Now our people sleep in peace, assured of the never-ceasing watchfulness of these guardians against the dangers of the night, and feeling that if a fire happens it will be speedily suppressed before it becomes a calamity.

The best evidence of the existence of a perfect fire department is the low rate of fire insurance, and the small ratio of loss; and now, although a large part of our district is occupied with frame buildings, and there are few, if any, entirely fire-proof, the fire losses have been less and the insurance rates lower than in almost any place of equal size and density of population in the country. The profits of underwriters have been great in this district and it is considered one of the best and most profitable fields in their business; rates have been correspondingly low: this is entirely owing to our abundant water supply and perfectly organized fire service.

The force on the North Side consists at present of nine engine companies, each supplied with a steam fire-engine of the latest and most perfect design, and a hose tender; two engine companies with hose wagon, and two hook and ladder companies; and there are also three hook and ladder trucks with full equipments connected with the engine companies.

The uniformed force consists of 22 officers and 94 men, making a total of 116 of all ranks. New companies are soon to be established and buildings erected at Forrest Avenue near 163d Street; 159th Street and Railroad Avenue; Grand Avenue, Woodlawn Heights; Scofield Avenue, City Island; and proceedings are under way for a new site for Engine Company No. 61, in the village of Westchester.





*Mounted Police  
High Bridge  
Squad*



*DISMOUNTED*



*MOUNTED*



The quarters of the different companies are well located, and contain every accessory for the comfort of the men, as well as the newest and most perfect equipment for rapid and capable service.

Of perhaps quite as great importance to our mercantile growth and progress is the postal service, and of that we are justly proud; within the memory of many even of our young men, that service consisted of a single postal station in the 23d Ward, located in 167th Street near Vanderbilt Avenue, having a single postmaster with no assistant, and a single carrier who was a free lance, not in government employ, but who collected two cents from the recipient of each letter delivered. The transformation has been gradual but notable, until we now have, if not the best service in the country, one which is rapidly reaching that position. Without entering into too great detail we have seven branch post-office stations. "R," located at 150th Street and Third Avenue, having a superintendent, 10 clerks, and 49 carriers; 5 daily deliveries of mail matter and 12 collections on week days, and 4 on Sundays.

Station "S" at Kingsbridge with 1 superintendent, 4 clerks, and 14 carriers; 5 deliveries daily and 5 collections.

Station "T" at 719 Tremont Avenue (177th Street). 1 superintendent, 4 clerks, and 17 carriers; 4 deliveries daily, and 5 collections.

Station "N," at Williamsbridge; 1 superintendent, 3 clerks, and 6 carriers.

Station "X," at Westchester; 1 superintendent, 3 clerks, and 5 carriers.

Station "Z," at City Island; 1 superintendent, 2 clerks, and 2 carriers.

"High Bridge," 2 clerks, 3 carriers; 4 deliveries, and 4 collections daily.

These branch stations do all classes of regular post-office business which are done at the main office.

In addition to these branch offices there are sixteen sub-





ENGINE CO. NO. 52, RIVERDALE AVE.





stations conveniently located, for the sale of stamps, registering of letters, and issuing and paying money orders; and numerous agencies for the sale of stamps alone, which latter are so well located as to afford all needed convenience. The district is well supplied with mailing boxes affixed to the lamp posts, and from which collections are made as before stated, and they are so numerous that it is seldom necessary to go more than a block to deposit mail matter.

The improvements in our postal service are continual and at all times meet the steadily increasing demands of trade. There is now in contemplation for the immediate future the continuation of the service now performed by the 3d Ave. cable road postal cars, to the trolley roads north of the Harlem.

No description of our postal facilities would be complete without at least a brief allusion to the building now occupied by Branch "R" at 150th Street and Third Avenue, which has lately been completed, and was specially designed for this branch. It is an ideal building for the purpose, and is of striking architectural beauty. Its broad, arched portals form a fitting entrance to a most perfect interior.

It is complete in every detail, both for the employes and the public, and there is no branch station in the city at all to be compared to it for elegance of design, finish, or convenience.

Many miles of our principal streets and avenues are perfectly paved and sewered, and the work of completing all the streets in the District is going on with unexampled rapidity, and is keeping pace with the continual demand for improved building sites.

The system of lighting the streets by gas-lamps has been, in a large measure, superseded by the latest and most improved electric lights, and many of our manufacturers and store-keepers, particularly on the main thoroughfares, are substituting electric lights in place of oil or gas.

Our water supply is most abundant, and of great purity;



STATION R, NEW YORK POST-OFFICE, 3D AND WESTCHESTER AVES.

it is drawn from the upper Bronx River at Kensico, and carried by a pipe line to the reservoir on Gun Hill at Williams-bridge, the altitude of which is sufficient to carry the supply into the highest buildings.

The clubs of the North Side are so numerous that the space allotted to this article will only allow the mention of a few of the more prominent.

The Morris Club, so named in honor of the Morris family, the former owners of a large part of the North Side, located in East 136th Street, is entirely social and non-political, having an active membership of about three hundred, all of them congenial spirits, who are proud of their club and its record.

The Schnorer Club, located at 163d Street near Third Avenue, has the largest membership of any in the North Side. Composed largely of the best German element, it is noted for its entertainments, and has been brought prominently before the public upon many pleasant occasions. A large part of the work preliminary to securing a separate Street Department for the North Side was accomplished in this club, and the first commissioner elected to preside over that department was a president of the club.

The Suburban Club is one of Tremont's foremost clubs, one of its special features being its baseball team.

The Tremont Club is pleasantly located on Tremont Avenue, and has a large and growing membership; many of the most prominent residents of the 24th Ward are among its members.

The West Morrisania Club was organized several years ago and has been a success from the beginning. Its membership comprises all the best class of young men in the section where it is located, and many pleasant entertainments have been enjoyed within its cosy home.

The Fordham Club, located on High Bridge Road, is one of the few which has built and owns its own home; from its inception to the present time it has been a recognized factor





FORDHAM CLUB, HIGH BRIDGE ROAD.



CLUB HOUSE, BERKELEY OVAL, MORRIS HEIGHTS.

in every project for the improvement of the great North Side. Every clubable man in the district deems it a necessity to be of its membership, and everything which can be furnished by a club in the way of rational entertainment for its members has been supplied. Its annual dinners, always held on the eve of Washington's birthday, are notable events on the North Side and our State and city magnates have a high appreciation of an invitation to those veritable feasts.

Its grand, colonial club-house is by far the finest in the district, and its location on the crest of a stately hill is unsurpassed for beauty and natural advantages.

The Bedford Park Club is pleasantly located in that suburban paradise, and has among its members many of the happy residents of that locality, as well as other parts of the district. It is noted chiefly for the quiet and enjoyable amusements which it furnishes to its members.

This entire article might be taken up with an enumeration and description of the clubs of the North Side, but the foregoing are only a sample of the many located in our midst, and which furnish amusement and entertainment to those who appreciate club life in its best aspects.

It is quite impossible to even mention the innumerable political clubs, church clubs and associations, bowling clubs, citizens' and taxpayers' clubs, each of which fills a position of usefulness and profit to the members and the community at large, and their influence is felt in the improvement and development of our section.

The spiritual needs of our people are provided for by the many churches of every denomination which are to be found on the North Side. While we cannot boast of any cathedrals, some of our church edifices are quite imposing and most of them present attractive exteriors and inviting interiors.

Our street-cleaning system is a part of the great department of the city, and without going into details it will suffice to say that our many miles of paved streets are cleaned and

37th Precinct Police Station  
Alexander Av. 138 St.



Photo by  
Archibald Ferguson





kept clean, and the removal of ashes and waste is regular and perfect.

Recently the North Side has had added to its attractions a handsome and attractive theatre.

Our territory contains one of the great defences to New York Harbor. The works at Fort Schuyler, and on the opposite shore at Willets Point, although not quite up to date as fortresses, present by their magnificent torpedo system an impassable barrier to an enemy from abroad, and can easily be maintained as a safe and sure protection to our city from the eastward.

Van Cortlandt Park parade ground is the largest and best laid out in the State, and furnishes ample and convenient accommodation for the manœuvres and drill of our militia regiments, troops and batteries.

The foregoing are submitted as a very crude statement of some of the general advantages of the North Side, and taken together with those which are specifically described in these pages, it must be conceded that we can offer health, free air, and every convenience which can be desired for the enjoyment of comforts or luxuries of life.





*"The Solingen" OFFICE BUILDING*  
*Belmont Property*  
*138<sup>TH</sup> St., Mott & Walton Aves.*



## OPPORTUNITIES.



If Father Knickerbocker could be transported from his realms of eternal bliss to the top of one of our sky-scraping buildings, and thus be given a bird's-eye view of the now great City of New York, how amusing it would be to the beholder to watch his countenance change expression—first fear, then wonder, followed by admiration at the wonderful sight that would arrest his vision.

Naturally, his eye would first look at the grand harbor. He would observe that where once was a small barren island in his day, there now rises in mighty grandeur the Statue of Liberty, with its iron arm and hand pointing heavenward, holding within its grasp the torch enlightening the world.

In the dim distance, looming up on the southern horizon, lies the beautiful Staten Island, with its thriving manufacto-



ries and palatial residences. Coming up through the Narrows, and just entering the Bay, the good old Father beholds one of our ocean steamers (greyhounds of the deep) majestically, yea, triumphantly, closing a less than six-day trip from the Old World.

Turning his vision a little eastward, the man of the sixteenth century now beholds the great city of Brooklyn, connected with its mother city by one of the grandest suspension bridges in the world. He beholds the once feared, scarcely navigable waters of the East River, without turbulence or commotion as of yore, pass placidly and smoothly through the once almost impassable Hell Gate, now made easy to the navigator by the skill of one of the greatest engineers of the nineteenth century.

With astonishment, the old Father, as he turns his vision northward, beholds the wonderful growth of the little "New Amsterdam." The great brick walls of the city's buildings are not stopped by the "Haarlem." From its southern side of solid blocks of buildings it has leaped across the beautiful little Haarlem, and the beholder sees a city of grand magnificence on the other side, and the once marshy stream now spanned by bridges for travel, commerce, and pleasure.

His eye suddenly catches sight of the Chicago express-train of sleeping and buffet, vestibuled coaches drawn by engine 999, "Empire State Express," which, with lightning-like rapidity, is speeding on its eighteen-hour trip between New York and Chicago. (The locomotive!—wonderful piece of mechanism, that can thus annihilate time and space.)

The panorama still continues to pass before the vision of the old Father in knee-breeches. He now beholds the solid granite arches of the "High Bridge" spanning the Haarlem, supporting the greatest aqueduct of the world, conveying the purest water to the millions of inhabitants of this, long since, the largest city on the American Continent.

It is no wonder that the old Father beholds with amaze-

MARBLE HILL



*Empire State Express*



ment the wonderful changes, the rapid strides taken along all the lines of industry, the phenomenal growth of the once small hamlet that covered but a small portion of the island north of the Battery walls.

When we consider the difference between "then" and "now," were not seeing believing, we would all exclaim, "Impossible!"

Two hundred and seventy-eight years ago the site of New York was a rocky, wooded, canoe-shaped island, thirteen miles long.

The first trading charter was drawn up in 1615, recording the first use of the name "New Amsterdam."

On January 1, 1618, the trading charter expired. May 6, 1626, the site of New York was bought by Peter Minuet, agent for the West Indian Trading Company, for \$24. In 1695, New York extended to Wall Street. May 6, 1697, charter was granted for building Trinity Church. In 1699, corner-stone was laid for new City Hall, on the present site of the Custom House, by William Bradford.

In 1693, Oct. 16th, the first newspaper was published. It was half a sheet of foolscap named the *New York Gazette*. Before the end of the year it was enlarged to a full sheet of foolscap.

In 1704 the streets were paved ten feet from the front of the houses, the centre to serve as gutter and sewer. There were shade trees along Broadway.

In 1728 the first map of New York City was engraved by "Bradford," the founder of the newspaper mills.

In 1730 a new charter was given to the city, with increased power.

In 1734 the first poor-house was built on the Common (City Hall Park), size 46 x 24, and two stories.

In 1786 the first directory was issued, having eighty-two pages and nine hundred names.

In 1794 Duane and Reade Streets were opened.



23<sup>rd</sup> Ward Bank  
3<sup>rd</sup> Av & 135<sup>th</sup> St.



Bronx Borough BANK TREMONT AVE.



W. H. SCHOTT, Owner

Lickman

In 1800 Gouverneur Morris built his mansion in old Morristania.

In 1805 the question of common, or free, schools was discussed. Up to this date there were 141 teachers employed in the various church schools.

In 1807, April, Col. Henry Rutgers donated the first site for a free school in Henry Street. The first school opened the next month with forty scholars.

The City presented a plot on Chatham Square for a brick building for five hundred pupils, in one room. The building was founded Dec. 1, 1809.

In 1807 there were nineteen newspapers.

In 1825 the one free school had increased to six.

In 1825 Samuel Leggett introduced gas below Canal Street.

In 1831 the population was 202,000. In 1841 the New York & Harlem R. R. was built. In 1842, July 4th, Croton water was introduced.

It seems impossible for any other city in the world to show records of such a growth, within the limits of the same time.

From 1830 to 1860 (30 years time) the growth in population more than quadrupled; and from 1860 to 1880 (just 20 years) the net increase was 401,500. From 1880 to 1892 (twelve years time) the wonderful addition of 594,391 is recorded, making the grand total of population for 1892, 1,800,891. And to-day with our area expanded to more than 300 square miles it is estimated to be 3,000,000.

The rapid growth of the city's population forced the building northward, and the bonds were broken, formerly confining the limits of the city below 42d Street, and northward the course of Empire took its way.

Haarlem, a city of itself, sprang up, as if by the touch of "Aladdin's Lamp."

The growth was not confined here. Another city across



RESIDENCES ON SEDGWICK AVE., MORRIS HEIGHTS.

MR. PERRY P. WILLIAMS.

MRS. JOHN L. KIRKLAND.



RESIDENCE OF HON. WM. W. NILES, BEDFORD PARK.

Built 1869.

Photo. by W. W. NILES, JR.



the Harlem, with grander, larger possibilities has also been added, and shares the wonderful prosperity of this our "Empire City."

In the future the growth of population and real estate values of this city must be found mainly north of the Harlem on the east, and north of 138th Street on the west. Nowhere in the wide world are such "opportunities" offered to the manufacturer as are now presented to capitalists, by the "North Side."

From the water fronts on the north where the Bronx mingles its waters with that of the Sound on the east, to where the Spuyten Duyvil is absorbed by the waters of the North River on the west, there are miles in length of excellent water fronts, with the best of navigable waters on the one hand, and the New York Central and Hudson River Rail Road and the New Haven, and Putnam Rail Roads on the other hand.

These are the chief routes (Erie Canal included) which comprise the vast domestic commercial facilities which the North Side now offers.

Let the reader reason for himself a moment, and consider that if the population of the city was increased below the Harlem 594,391 in 12 years, what must it be in the next 10 years, with these advantages offered by the North Side (and here is where the growth *must come*)? Can we not readily suppose that the growth will not be less than in the last decade. Then let me ask when could there be a better time for investments for factories, homes, etc., than now?

Already has the emigration of some of our public institutions from the lower portion of the city begun. The old time-honored University of the City of New York, which has outgrown its bounds at University Place & 8th Street, has erected new and magnificent buildings on its capacious, beautiful grounds on University Heights, overlooking the Harlem River.

For healthfulness, pure air, and picturesque views, this site of the new University cannot be excelled in the State.

A little north of the new University, stands the beautifully designed "Academy for Ship Builders" erected by W. H. Webb, the philanthropist.

Further north still, where the Harlem River is immersed into that of the Spuyten Duyvil, is the grand ornamental iron bridge (spanning the new government canal) built at a cost of about \$400,000.

The canal was formally opened on the 17th of June, 1895. It connects the two streams already mentioned by depth of water sufficient to float an ocean steamer. This opens a great artery of commerce to the shippers of the world.

Our boats carrying the grain of the vast fields of the West can enter this canal at the Hudson River draw bridge and discharge their loads of cereals to the elevators that will be erected along the banks of the Harlem. Vessels bound from any point on the Hudson to the Eastern States can pass through this canal to the waters of the Sound, thereby shortening the distance from around the Battery by at least 25 miles or more.

The great shipping interests of the city must gradually be drawn this way. With the large warehouses and grain elevators that are already in embryo, the commercial business with foreign ports will eventually largely be done from the North Side.

There have been about 50 fine residences erected on Marble Hill and its vicinity recently, all over-looking the Canal, the new bridge, and the Harlem River, and the building still continues.

Cannot the reader already catch a glimpse of the new business era that must be established on the North Side and take advantage of opportunities which are rarely presented to those seeking investments? This large territory, with all these facilities for business and residence purposes is now awaiting the investor. It invites you to come. The North Side Board of Trade invites you to come.



WEBB ACADEMY AND HOME FOR SHIP-BUILDERS,  
SEDGWICK AVE., FORDHAM HEIGHTS.





RESIDENCE OF SAM'L W. FAIRCHILD, SEDGWICK AVE., KINGSBRIDGE HEIGHTS.



RESIDENCE OF ISAAC JOHNSON, SPUYTEN DUYVIL.

## OUR FUTURE.



*Hugh L. Camp*

"No pent up Utica contracts our powers,  
For the whole boundless Continent is ours."

I have been asked to write my views as to the future of the Twenty-third and Twenty-fourth Wards of the City of New York. The attempt to describe the future of this portion of our great city is a task which only a bold man would undertake and I do not hesitate to say I approach it with a certain amount of trepidation.

That those who read this article may better comprehend the scope of our expectations on this subject, and the reasons for them, we present herewith for their consideration a few undeniable facts that exist to-day.

Old New York, or to be more exact Manhattan Island, contains 12,576 acres of land. Almost all of this land is already covered with buildings, so that it is now difficult to obtain a large tract for subdivision and improvement, except on the ex-

treme upper end of the island, and each year increases this difficulty. The island has at the present time a population of about 1,800,000, the two new wards 150,000, in all 1,950,000 people.

This grand city, with its great population, has one of the best systems in the world for an abundant supply of pure water, and washed as it is, by two magnificent arms of the sea, possesses most perfect drainage to relieve us twice each day of our refuse sewerage.

The never-failing supply of pure water which by its own force, and without the use of pumps or engines, flows into our dwellings, furnishes to every person, rich or poor, all the water that can be required for any purpose. This abundant supply is now being largely increased; new reservoirs are now in process of construction, which when completed will furnish over one hundred gallons a day to each inhabitant of New York, and the same allowance will be available when it shall have become a city of 4,000,000 of people. Such a supply as this is almost unknown, outside of the United States. In some cities of Europe only 25 gallons a day are allowed to each person and in the most favored not over 60 or 70 gallons a day. There have already been expended not far from \$50,000,000, and \$10,000,000 will be added to this sum in perfecting our water supply.

Prior to 1884, we were behind many cities of Europe, and, in fact, of our own country, in the number of acres devoted to park purposes. There was Central Park, containing 900 acres, which was, and still is, the most beautiful and well-kept park in the world, and we had a number of others, but all small. Since 1884, there has been a most decided advance in this matter and to-day we possess not far from 7000 acres set apart forever as public pleasure grounds of our citizens. These parks are well distributed and meet the requirements of all.

Besides our parks, our people have the advantage of our magnificent river fronts on both the North and East Rivers.





*Morris Heights M.E. Church*  
 SEDGWICK and UNDERCLIFF AVES.



*Union Reformed Church*  
 CGDEN AVE., HIGH BRIDGE



*1st Reformed Church* KINGSBRIDGE RD  
 NEAR JEROME AVE.

These are many miles in extent and are a never-failing, never-ending source of pleasure and comfort to the toiling masses who inhabit the east and west sides of our metropolis.

The Fire Department of our city has few, if any, equals, and it has always been managed with great care and efficiency.

Our public charities are most ample and liberal in their scope, and while we cannot assert that they are perfect, we do claim that they compare favorably with those of any city in the world. No city treats its poor and infirm with greater generosity.

Our private charities, which are supported almost wholly by the beneficence of our citizens, with very little aid from the treasury of the city, we are justly proud of. Our hospitals are numerous and are especially adapted for the various diseases with which humanity is afflicted. They are all liberally equipped with every appliance that modern ingenuity has invented for the amelioration of suffering man or woman. The many institutions for the care of the blind, the insane, the orphaned, the friendless, and the crippled, all supported by private beneficence, are monuments to the Christian liberality of the citizens of our city.

Our churches deserve especial mention. Few cities in the world can boast of finer church edifices. Some are beautiful examples of architecture—such for instance as “Trinity,” “Grace,” “St. Bartholomew’s,” and “St. Patrick’s Cathedral.”

When the Cathedral of “St. John,” now being erected, is finished, we shall equal most of the cities of the world and be surpassed by none in this respect.

Our public schools are most excellent and furnish accommodation for some 125,000 children. Every year our school facilities are increased, and our old school-houses made more in accord with the demands of the day, so that every child within our city has, free of cost, the advantage of a first-class education.

Columbia College whose future is now doubly sure by the



CHRIST CHURCH, RIVERDALE AND ALAMO AVES.



ST. PAUL'S P. E. CHURCH, WASHINGTON AVE. AND ST. PAUL'S PL.



magnificent benefaction of its President; "The University of New York," with its forty acres of land in the upper part of the city, "St. John's College" at Fordham, the "College of the City of New York," the "Normal College," the "Womens' College," and the "Barnard," together with the many first-class private schools for both sexes, give New York a most excellent position as an educational centre almost equalling many of the seats of learning in Europe.

Among the many improvements of which we can boast, are the numerous bridges which span the East and Harlem Rivers. The East River Bridge which cost some \$18,000,000, is a marvel of beauty and strength, and the same can be said of High Bridge, Central Bridge, and Washington Bridge.

One of the great features of our city, one that has attracted, and will always attract, strangers to it is our clubs. The clubs of New York are among the best in the world. They are the homes of the proverbially hospitable and generous.

Almost every sort of club life is found among us, and almost every element of this community has its club or clubs. Whatever club speciality may be desired can be found. The chief cities of the world may well envy us in this respect.

In matters of art we have many advantages.

Our Metropolitan Museum of Art, is fast becoming one of the finest institutions of the kind in the world. Considering the youth of this institution, its growth has been remarkable. The fact that it is, and has been from its beginning, carried on by private liberality, and that its vast accumulations of millions of dollars' worth of precious art work are entirely the result of private donations, speaks volumes in favor of the generosity of our people.

The Museum of Natural History is another institution worthy of all praise, and as an educational factor, is a most valuable adjunct to our schools and colleges.

The Historical Society is a vast store-house of most valuable historical information. The Lenox Library has some of

Church of The Immaculate Conception  
150<sup>TH</sup> ST. & MELROSE AV.



*Lickman*

ST. JEROME'S R.C. Church  
Alexander Av. 137<sup>th</sup> St.



*Lickman*

St. Mary's P.E. Church  
Alexander Ave. near 142<sup>nd</sup> St.



Photo by A. FERGUSON

the most valuable books to be found in the world. The Astor Library is full of books of rare value. The Mercantile Library and the Free Circulating Libraries offer advantages to the student in whatever line he or she may be especially interested.

New York has been behind other cities in not having a Zoölogical Garden commensurate with its wants, and in having no Aquarium or Botanical Garden, but in this matter we are now placing ourselves alongside the best equipped cities of the world. This Aquarium will be forever free to the public. Already \$250,000 has been subscribed by a few generous, public-spirited people towards a fund to establish a Botanical Garden. This with \$250,000 and 250 acres of land in Bronx Park which the city will contribute makes a Botanical Garden a certainty in the very near future.

A law has recently been enacted by the Legislature establishing a Zoölogical Garden in the city above 155th Street. The gentlemen connected with this enterprise, are such as will make it certain, that very soon we shall be in possession of one of the finest Zoölogical Gardens in the world.

With such a city as we have to-day on the Island of Manhattan, what may we not claim in the future for the new part above the Harlem. If the old city which had a population of about 300,000 in 1840, and which in 50 years up to 1890, had increased to 1,600,000, an increase obtained without the aid of such forces, as by the aggregation of nearly 3,000,000 people within a radius of 10 miles, are now in operation among us, what may we not claim, and justly claim, too, for our wards in the future?

The new wards contain 12,317 acres,<sup>1</sup> almost as many acres as Manhattan Island. They are washed on the west by the majestic Hudson, on the east by the East River and Long Island Sound with the Harlem River between, thus giving the two wards an immense water front. Two or three ridges of

<sup>1</sup> Since increased to about 26,800 acres.



*Tremont Baptist Church  
Washington Av. 175 St.*



*Chapel at Spuyten  
Duyvil*



land run nearly north and south, which make it possible to have the most perfect system of drainage for all this great territory; hence, if it should be that we ever have a population of even 2,000,000 the two subjects, of water supply and perfect drainage will have been already provided for. The land on these ridges lies exceedingly well for residential purposes, commanding, as it does, magnificent views of both landscape and water. The low lands on and near the banks of the Hudson, the East, and the Harlem Rivers, and on the Sound, offer most valuable sites for business of all kinds, and especially for manufacturing purposes, not only so because of the low prices now ruling as compared with those on the Island, but because of their accessibility by both water and rail from all parts of the world. The low price of land in these two wards will certainly make this part of our city, most desirable for manufacturing establishments, and make it a centre for many important industries.

When we reflect upon what we possess to-day in various ways, in our two wards, coupled with the magnificent Island of Manhattan, and all it contains, why are we not equipped with every essential to make it one of the most delightful and desirable cities in the world to live in, and to do business in? Why are we not justified in the belief, that the future of our two wards is most brilliant and encouraging?

Is it saying too much, or claiming too much, to claim that our population of to-day of 150,000, will be 200,000 by 1900?

Is it claiming too much to predict that a child born in 1895, will, if he lives to the age of 70 years see a population of 1,500,000 in our wards?

Is it too much to claim, even if we do not annex any additional territory that the City of New York, will in 70 years contain not far from 6,000,000 of people?

If we shall in the future make a Greater New York, why may we not claim a population of 8,000,000 or 9,000,000 by 1965?

# *A Few Churches*



ST. PAUL'S R.E. 146<sup>th</sup> St and 3<sup>rd</sup> Ave



NORTH N.Y. CONGREGATIONAL  
143<sup>rd</sup> St near Willis Avenue



*Lickman*  
FORDHAM METHODIST *Marion Ave*



ST. AUGUSTINE'S R.C.  
167 - ST. Fulton & Franklin Ave



In a word, what may we New Yorkers not claim for our beautiful city, with such a heritage as we have to-day?

Let us all determine that no effort shall be wanting on our part, to do whatever we can do, to make it the best governed, most delightful, and favorite city of the world, for the students, the man of letters, the lover of art, the man of leisure, the business man, and the laborer, to live in.



*St. Mary's  
Williams Bridge*



*Trinity  
Cong. Church  
TREMONT*



*OLIN M.E. CHURCH  
Williams Bridge*

*Lickman*

## AN INVITATION.



*Sam'l M. Millan*

After a busy life of toil, favored with some degree of success, and having reached that time in life, when the thoughts of home and home comforts should be recognized and obeyed, I thought there was no better spot in this fair city of ours to enjoy the same than on that lofty peak on Morris Heights, which so enchanted me by its topographical situation that I made it my home. I realized for the first time, that it was possible in this city of ours, to enjoy in some measure, the home life of my early days, and I thought that here I could find rest and the realization of the dreams of my toil. But it was not to be my lot, for I had not pitched my camping tent there for more than the rising and setting of two moons, when my friends and neighbors asked me to attend a meeting to organize the "North Side Board of Trade," and from that



Sunday  
School  
MAY WALK



STONEBRIDGE  
CROTONA PARK

Ball  
Game



Foot-Ball Practice  
Berkeley MORRIS  
Oval HEIGHTS



PHOTO  
BY  
A.E.

GIPSY

Lickman

moment until the present, that happy lot of retirement which I had pictured to myself, has never been realized ; for in no time in my life have I given more thought or study to the welfare and growth of our great city than from that period to the present.

It opened up to me the possibilities which now occupy every active mind, and are worthy of our best thoughts as expressed in the term "Greater New York" and all that goes to make it such.

Every fair minded student of the progress of our city will concede that there is but one way in which to accomplish this great end, and that is, in the building up of all the territory that she now owns.

The great cities of the past as well as of the present have had much to boast of as to situation, on which to lay claim to their Divine right to pre-eminence ; but in what respect can any of them boast of greater natural advantages than are possessed by New York, which stands second to none in the great possibilities which are hers of becoming the greatest city in the world.

Surrounded by a tide which ebbs and flows twice in twenty-four hours, with a depth of water that any harbor in the world might covet ; a rock-bound coast, that only a Divine Architect could design and construct, salt water on all sides ever ready to supply that sanitary need of a great city, is it any wonder that a New Yorker may boast, and does boast of this fair city of ours ? Who can foretell her greatness ? Who can foretell her worth, and who her power ?

If she would grow in all the Divine rights of her majestic situation, must she not grow northward ? And has not science and skill, and constructive genius made this an easy problem through the elevated road, the trolley system, the telephone and many other arts and improvements that are ours to make use of ?

With these aids to a more rational development there

*1st Battery at Lunch. Van Cortlandt Park Parade Ground*



*7th Infantry in Sham Battle Van Cortlandt Park*



W.H. SMITH yankers



should be no centralization of growth in any part of our city compelling it to do more than its just share.

Whence comes the need of the tall sky-scraper and why should the earth groan under such an unjust burden? Why should one lot of ground do the work of three lots, thereby shutting the sunlight from the streets and avenues that surround it, leaving the air dead and impure? Has not the pedestrian certain rights that must be respected? Must he be forced by the monster greed to breathe an air that sunlight never touches?

Now taking all these facts into consideration, can we not with just propriety invite the growth of our city to come northward and you who are not yet one of us to share a part of its many advantages? For well might it be said, with knob and crest, ravine and plain, we have here the site for workshop, office, home, and mansion, on this our fair domain.

Beginning on the east, have we not the finest harbor in our country, sufficient for all our business demands? And on the west by the Harlem ship-canal shall we not share a like advantage?

From our many peaks and heights the sites of colleges and institutional homes, bear evidence of the wise judgment of their founders. The many cottage homes in our midst, of rare design and skill, bear evidence of the taste and refinement of our population.

The attendance at and respect for the church, bear evidence of our moral worth and the respect we have for the Sabbath; the attendance in our schools and seminaries is living proof of the intelligent worth of our community.

Now possessing all these and many other possibilities for the making of a great city of homes, can we not say to you, come and be one of us, buy and build with us, and share with us all that is ours and may be yours?



# Winter Scenes in PUBLIC PARKS

Van Cortlandt







**ADDENDA.**



HON. JAMES L. WELLS, PRESIDENT OF THE NORTH SIDE BOARD OF TRADE.

## THE GROWTH OF THE NORTH SIDE.

The remarkable development of the North Side, especially during the past seven years, has attracted general attention.

What will be the growth of this portion of our City in the future?

If I were to answer this question without any preliminary statement of the basis of historic facts upon which I rest my forecast, pessimistic persons, at least, would think me over-sanguine.

Let us look, then, at what has been accomplished during the past few years in this part of the City. First let us look at the increase in population.

The following table will show it:

YEAR.	POPULATION.
1860.....	17,000
1865.....	20,641
1870.....	28,981
1875 (one year after annexation) .....	36,194
1880.....	42,898
1890 (United States Census).....	74,085
1890 (Police Census).....	81,255
1892 (State Census).....	86,757
1897 (estimated).....	200,000

Since 1892 there has not been any official census. In 1895 the territory east of the Bronx was annexed to the City and made a part of the Twenty-fourth Ward.

Taking, then, the recent registration of voters as a basis of calculation, it is reasonable to estimate that the present population of the Twenty-third and Twenty-fourth Wards is about



200,000 as above stated. This shows an increase of about three hundred and sixty-five per cent. in the last seventeen years, and an increase of about one hundred and thirty per cent. in the last seven years.

The greater part of this wonderful increase in population has taken place since the acquisition of our beautiful parks and parkways, the establishment of our Department of Street Improvements, the substitution of electricity for animal power in the operation of our street cars, and the cheapening of transportation by the compulsory fixing of a single five-cent fare on the elevated railroad from the Battery to Tremont.

If the increase continues proportionately in only the same ratio as in the recent past, the population of the section of the city above the Harlem River should, in 1910, be about 330,000. In 1920 it should be 600,000. In 1930 it may reasonably be expected to be 1,300,000.

It is beyond question that this growth will be attained if additional rapid transit railroads are constructed as is now proposed.

The foregoing estimates of the future population of the 23d and 24th Wards do not seem so strange when we recall the fact that there are people now living and who have not yet reached the proverbial "three score years and ten" who were born at a time when Manhattan Island contained fewer inhabitants than there are now in the North Side. The fact should also be realized that in point of population the 23d and 24th Wards already constitute the fourth city in the State, leaving out New York of course, and that of the sixty counties in our State, this section contains more inhabitants than any one except Erie, Kings, Monroe, and New York.

With additional rapid transit to assist in the development of the North Side, it will be but a few years, comparatively, until this section will rank second in population with the aggregation of humanity on Manhattan Island.

It need not be feared that there is not room enough in this

territory for such a large population. This portion of the city is double the size of that below the Harlem River. If two millions of people can be accommodated on Manhattan Island, it is certain that there is room for a million and a half in twice as much space.

Another evidence of the rapid growth of the North Side is seen in the enormous increase in the number of passengers carried on the surface and elevated railroads now operated in this section of the city.

Up to the time the modern trolley-cars took the place of the horse-cars of the old, so-called "Huckleberry line," the latter never carried more than 3,500,000 passengers in any year. The first year the trolley-cars were in operation, (1893), they carried 6,500,000 passengers. The increase has gone on steadily ever since, until now it has reached a point where it is difficult to find out just what it is.

The Suburban Branch of the elevated railroad was opened in 1886. In that year it carried only 160,000 passengers. The next year it carried 856,383 passengers. The five-cent fare bill went into operation in the spring of 1894. The preceding year, 1893, the road carried 5,867,848 passengers under the double fare system. In the year ending Sept. 30, 1897, the elevated road carried on the Suburban Branch 11,145,134 passengers. This number is nearly 2,000,000 more than were carried by the elevated railroads on Manhattan Island in the year 1878. It is a fact also that the Suburban Branch was the only line of the Manhattan Elevated System that in 1897 showed an increase in its passenger travel over the preceding year.

These figures clearly demonstrate that it is hardly possible to lay too much stress upon the importance of ample and cheap transportation in promoting the growth of the North Side. They also show that additional rapid transit railroads can at once be made profitable. The territory can easily accommodate a population ten or even fifteen times as great as it has at present.

The wonderful growth of the North Side is also shown in the building operations of the past few years. Observe the progress recorded in the following tabulated statement, taken from the official records of the number of building plans filed and the estimated cost of new buildings year by year in the Twenty-third and Twenty-fourth Wards.

Year.	No. of Plans.	Estimated Cost.	Average Cost.
1881.....	258	\$1,052,995	\$3,695
1882.....	343	1,409,913	4,110
1883.....	405	1,428,967	3,529
1884.....	635	1,638,736	2,580
1885.....	586	1,927,274	3,288
1886.....	703	2,407,421	3,424
1887.....	1033	4,733,305	4,581
1888.....	886	3,826,788	4,319
1889.....	889	4,840,337	5,441
1890.....	800	4,208,861	5,261
1891.....	765	3,746,048	4,900
1892.....	857	5,092,823	5,942
1893.....	698	3,285,676	4,722
1894.....	943	4,809,328	5,100
1895.....	1418	8,148,459	5,746
1896.....	1617	11,009,625	6,808
1897*.....	1448	11,621,500	8,540

It will be seen from these figures that during the seven years preceding the establishment of the Department of Street Improvements of the Twenty-third and Twenty-fourth Wards, that is, from 1884 to 1891, the total number of building plans filed was 5532, the total estimated cost of new buildings was \$23,582,722, and the average cost of each building was \$4127. During the succeeding six years and eleven months, that is, from 1891 to December 1, 1897, the total number of building plans filed was 7746 or forty per cent. greater, the total estimate and cost of new buildings was \$47,713,459, or more than

\* For 11 months only.



one hundred per cent. greater, and the average cost of each building was \$5965, or about forty-five per cent. greater.

These results are extraordinary, when we consider the "hard times" which have prevailed during the past four years.

A still further evidence of the phenomenal growth of this section of the city is demonstrated by the increase in the taxable value of real estate.

In 1874, when the old towns of Morrisania, West Farms, and Kingsbridge were annexed to the City of New York, the total assessed value of the real estate amounted to about \$23,000,000. In 1890, the year preceding the establishment of the Department of Street Improvements, it was \$44,396,534. It is now about \$100,000,000. If our growth continues for the next ten years in the same ratio as at present, the taxable value of the real estate of the Twenty-third and Twenty-fourth Wards will amount to nearly \$300,000,000.

These are some of the evidences of the growth of the North Side. From them we may fairly judge the future. On New Year's day we become the Borough of the Bronx—in point of population the third largest political subdivision of Greater New York. We were never before better prepared to meet the exigencies of the situation than at present. We occupy a superb position geographically between the Hudson and the Sound. The section is renowned for its salubrity and magnificent scenery. Our principal streets and avenues are sewerred, paved, and asphalted. An admirable sewerage system is general, and consequently a large expanse is ready for immediate building and the comfortable occupancy of homes. Our educational advantages are unsurpassed. Our public parks are among the most beautiful in the world. Our manufacturing and business enterprises are extensive and prosperous. Our new bridges across the Harlem and the Bronx are all under way. The Grand Concourse has been acquired and the preliminary work begun. Liberal appropriations for

our public works have been made. In every respect we are in a better position than ever before to invite population and business. Besides, the section is now better known, better appreciated, and more attractive in every way, and is in a condition to afford to the overcrowded inhabitants of the lower wards facilities for obtaining such healthful, cheerful, economical, and easily accessible homes as they have never before known.

JAMES L. WELLS.

## THE NORTH SIDE BOARD OF TRADE.

Not the least of the many possessions of the Borough of the Bronx which contribute to its progress is its organization of public-spirited citizens, the North Side Board of Trade.

Organized on the 6th day of March, 1894, by the character, energy, and well-directed efforts of its membership, it has contributed immeasurably to the wonderful development which has taken place in the section of the City north of the Harlem in the last few years.

The North Side Board of Trade aims to diffuse information as to this Borough's many advantages as a business and commercial centre, as well as a district of homes; to attract capital, manufacturing interests, and desirable residents; to promote the development and patronage of local business enterprise; to advance public improvements; and to encourage public spirit and a local community feeling.

The Board occupies a three story and basement brick building at No. 278 Alexander Avenue near 139th Street where the Secretary may be seen day or evening, and where information concerning this Borough will be cheerfully given.

Its organizer was Albert E. Davis. The Committee of Seven, who issued the call for permanent organization, consisted of John C. De La Vergne, Jas. L. Wells, William R. Beal, Clement Gould, Albert E. Davis, Matthew Anderson, John De Hart, and John W. Hotaling. Two of these, Messrs. De La Vergne and Gould, have since died. Its first president was John C. De La Vergne. Its present officers and committeemen are as follows :



## The Great North Side.

## OFFICERS.

President, JAMES L. WELLS.

Secretary, OTHO G. ANGLE.

Treasurer, CHAS. W. BOGART.

## VICE-PRESIDENTS :

First Vice-President, FORDHAM MORRIS.

Ernest Hall,  
Seward Baker,  
John Claflin,Henry A. Gumbleton,  
Jordan L. Mott,  
De Witt C. Overbaugh,Henry Lewis Morris,  
William R. Beal,  
Albert E. Davis.

## EXECUTIVE COMMITTEE :

James L. Wells,  
Albert E. Davis,  
Olin J. Stephens,  
Dr. S. H. McIlroy,  
Wm. R. Beal,  
J. C. Julius Langbein,  
Chas. W. Bogart,Louis Eickwort,  
Henry L. School,  
Henry A. Gumbleton,  
John De Hart,  
Louis A. Risse,  
Sam'l MacMillan,  
Martin Walter,Matthew Anderson,  
Ernest Hall,  
John H. Knoeppel,  
Chas. W. Stoughton,  
J. Homer Hildreth,  
De Witt C. Overbaugh,  
Fordham Morris.

## STANDING COMMITTEES :

## FINANCE COMMITTEE.

D. C. Overbaugh,  
Wm. R. Beal,  
A. L. Lowenstein.

## MEMBERSHIP.

C. H. Stonebridge,  
Richard H. Deeves,  
Robert Wallace.

## TRANSPORTATION.

Franklin A. Wilcox,  
William Ebling,  
Henry L. School.

## LITERATURE &amp; PUBLICATION.

Albert E. Davis,  
Louis A. Risse,  
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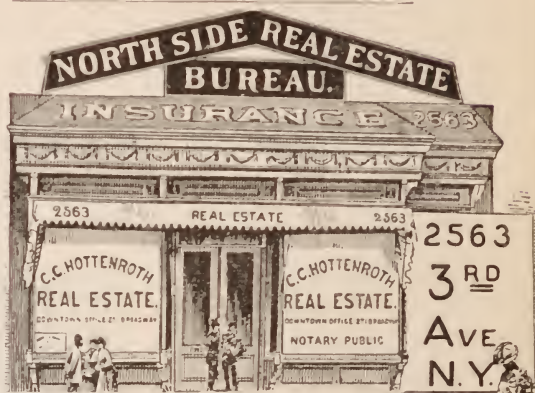
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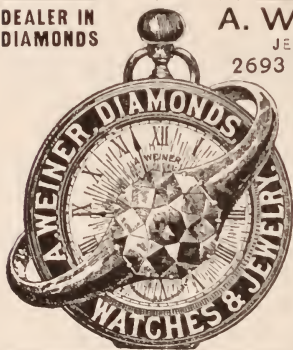
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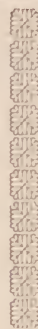
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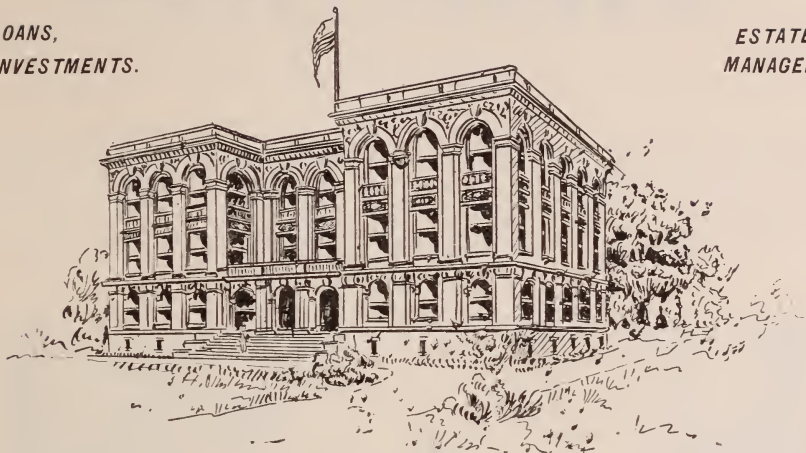
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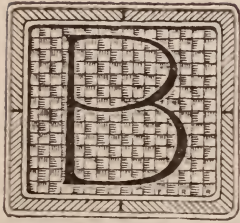


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This Company will build three new steamers for the New York-Havre service having a speed of 22 knots per hour on trial. The first of these new steamers will enter into service in April, 1900, and be ready for the Exposition to be held in Paris during that year, and a second in April, 1901, and the third in April, 1902, to be followed by a fourth new steamer. In order to facilitate travelling by this line during the Exposition in Paris, the Company intends to make such alterations in the Steamer "La Touraine" as will give her more speed. In this way the Company's service in 1900 will be in a very good condition, with one of the new steamers in service, and the alterations made in "La Touraine," in addition to the other steamers of the fleet.

Mr. Augustin Forget is the General Agent for the United States and Canada, Office No. 3 Bowling Green, New York City.



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Nov. 7th, 1896	.	.	.	\$ 96,499.26
Feb. 6th, 1897	.	.	.	161,186.59
May 8th, 1897	.	.	.	193,129.86
Sept. 9th, 1897	.	.	.	213,505.69

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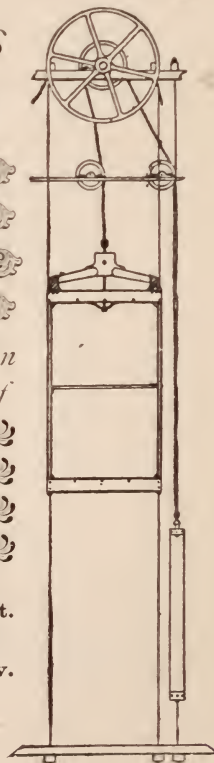
In every community who have the wisdom and foresight to do, while others are thinking of doing. These are the men who have made possible the wonderful development of the North Side. One of the enterprising builders who have contributed to the growth of the lower section, or North New York, is **Mr. Edward D. Bertine**, of No. 670 East 136th Street, who has built some of the handsomest private residences North of the Harlem, artistic in design and substantial in construction. Purchasers for this class of property would do well to consult Mr. Bertine. Mr. Bertine has for sale a number of first-class houses, built for one, two and three families each.

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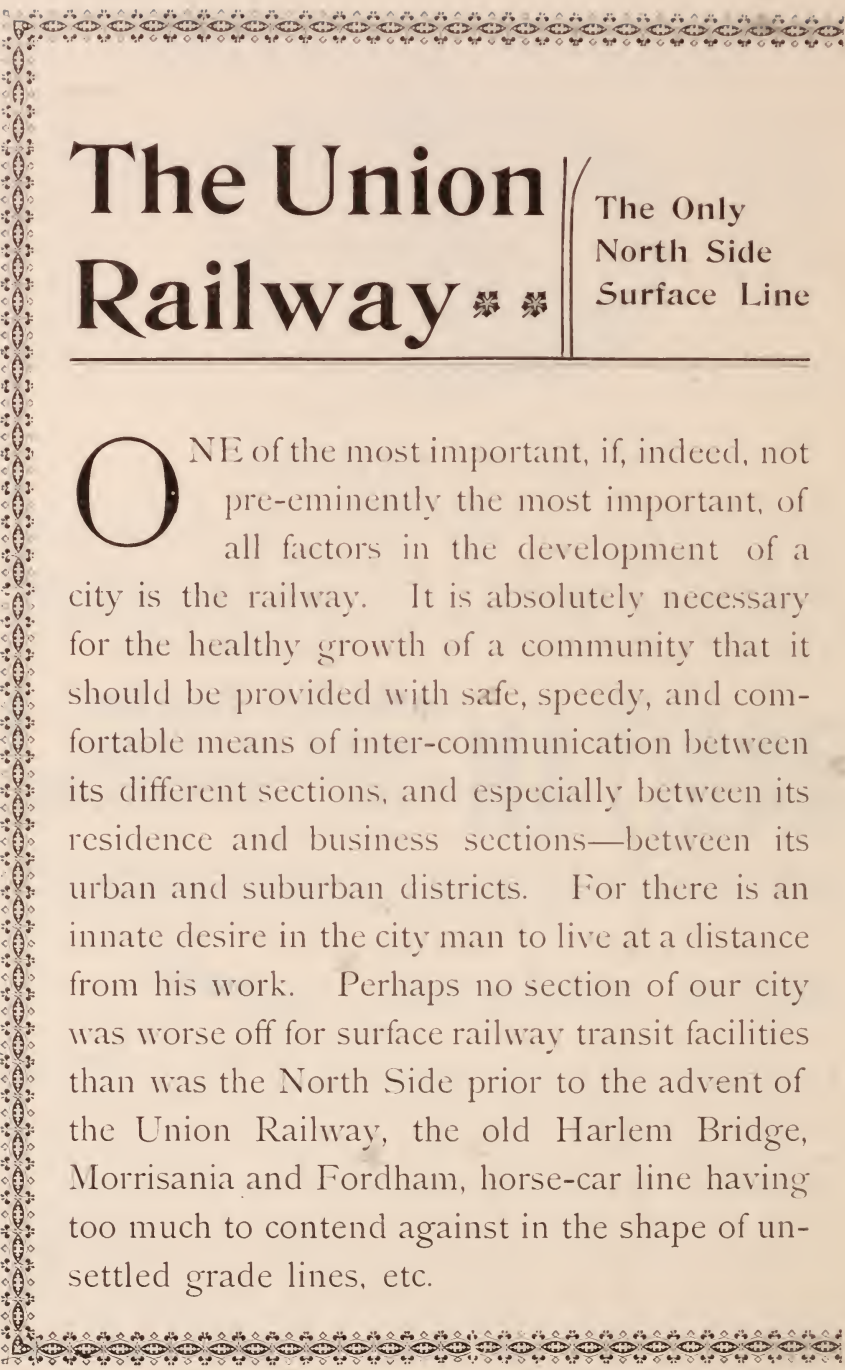
Henry M. Keasbey, *Vice-Prest.* Office, 874 Broadway. Rowland P. Keasbey, *Sec. and Treas.*

**As a means** 

Of ascertaining whether the issuance of such a publication as this is productive of PRACTICAL RESULTS TO THE COMMUNITY the NORTH SIDE BOARD OF TRADE would esteem it a favor if anybody who has been influenced by it to move into this borough, or to purchase property here, or to establish a manufacturing or other business enterprise here, will communicate that fact to the Committee on Literature and Publication.

ALBERT E. DAVIS, *Chairman,*  
278 Alexander Ave.






# The Union Railway ❖ ❖


---

The Only  
North Side  
Surface Line

ONE of the most important, if, indeed, not pre-eminently the most important, of all factors in the development of a city is the railway. It is absolutely necessary for the healthy growth of a community that it should be provided with safe, speedy, and comfortable means of inter-communication between its different sections, and especially between its residence and business sections—between its urban and suburban districts. For there is an innate desire in the city man to live at a distance from his work. Perhaps no section of our city was worse off for surface railway transit facilities than was the North Side prior to the advent of the Union Railway, the old Harlem Bridge, Morrisania and Fordham, horse-car line having too much to contend against in the shape of unsettled grade lines, etc.



The officers of the Union Railway have shown themselves to be alive to the necessities and possibilities of the North Side, and there are now no less than eight different lines operated by this Company, starting from 3d Avenue and 129th Street, and 8th Avenue and 135th Street and extending east, northeast, north, and northwest. A line on Jerome Avenue is the latest addition, and a cross-town line from Morris Heights on the Harlem through Burnside and Tremont Avenues to West Farms on the Bronx is likely to be in operation early next year. In fact the Company is ever ready to extend its lines or open up new ones as fast as the growth of the district will warrant. Its cars are operated by the overhead trolley electric system from a well-equipped power-house at West Farms. The cars are new and attractive. In summer they can be chartered for evening parties, brilliantly illuminated with colored lights. To show the wonderful growth of passenger traffic on North Side surface lines it might be stated that in 1873 the H. B. M. & F. R. R. carried less than a million and a quarter, while for the year ending June 30, 1897, the Union Railway carried over ten million passengers.



# The Third Avenue Railroad Co.



IS the main surface line of the Borough of Manhattan to which the North Side or Borough of the Bronx is tributary. It is one of the oldest surface lines in the city, its charter dating from 1853. It operates twenty-eight miles of track on the cable system, its main line starting at City Hall and running up the Bowery and Third Avenue to Harlem Bridge. It also has branches running through 125th Street, Harlem's great



# The Third Avenue Railroad Co.



business thoroughfare, from the East River to Manhattan Street to the Fort Lee Ferry on the Hudson River, just North of Riverside Park and Grant's Tomb; and up Amsterdam Avenue to Fort George, a favorite summer resort at the upper end of Manhattan Island. A projected branch will run up the Kingsbridge Road to the end of the Island, in anticipation of which an immense station has been erected at or near Kingsbridge.

## HON. WILLIAM H. SCHOTT

THE subject of this sketch was born in this city in 1851, and, having graduated from the public school, subsequently obtained employment in the Havre Steamship Company. He rose step by step, filling each successive position with ability, and when the company changed administration and was merged into the French Line Steamship Company, he was the only employee retained from the staff of the old company. In 1885 he was appointed passenger agent, that position. property owner Ward, and has mont for the years. During been actively all public im- represented the the joint com- Tax Payers' As- 23d and 24th prepared the or Peoples' bill every way, here in securing its



ed general pas- and is still filling He is a large in the 24th resided in Tre- past eighteen that time he has identified with provements. He 24th Ward in mittee of the sociation of the Wards, which Commissioner and aided in and at Albany, passage.

Mr. Schott represented the 24th Ward as Alderman in 1892, '93 and '94. He is a member of the Produce Exchange, Maritime Exchange, Old Guard, and such well known associations as the Schnorer Club, Washington Club, Bedford Park Club, Kidney Stew Club of Fordham, Tremont Club, Railroad and Steamship Ass'n of N. Y., also member of Tammany Hall General Committee of 35th Assembly District, Ranaque Tribe of Red Men No. 346, Tremont Taxpayers' Alliance Association, 32° F. and A. M., and Mecca Temple of Mystic Shrine.

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